BY ORDER OF THE COMMANDER
2D BOMB WING

BARKSDALE AIR FORCE BASE
INSTRUCTION 11-250

25 NOVEMBER 2013

Flying Operations

AIRFIELD OPERATIONS AND BASE FLYING PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction prescribes airport operations, air traffic control policies and flying procedures established by the Barksdale Air Force Base (AFB) Airfield Operations Board and applies to all units involved in flying operations or flying support activities at Barksdale AFB. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://afrims.amc.af.mil/rds_series.cfm**. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force Information Management Tool (AF Form) 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include guidance to general operations and responsibilities, airfield management, ground operations, air operations, miscellaneous operations and emergencies and procedures. Minor changes were made throughout and include reference updates and editing errors.

Chapter 1

INTRODUCTION

1.1. Scope. The purpose of this instruction is to serve as a general reference document describing local flying, airport and Air Traffic Control (ATC) operations, flight planning and airspace utilization procedures at Barksdale Air Force Base. The term "local aircraft" used throughout this instruction refers to all United States Air Force (USAF) Headquarters Global Strike Command (HQ AFGSC) aircraft assigned to, or operated by, the 2d Bomb Wing (2 BW), 49th Test and Evaluation Squadron (49 TES), 340 Weapons Squadron (340 WS) and the 548 Combat Training Squadron (548 CTS). In addition, Air Force Reserve Command (AFRC) aircraft assigned to the 307 Reserve Wing are designated as "local aircraft." This publication applies to all personnel who may use the airspace or airfield, e.g. joint military partners, Air National Guard (ANG)/AFR, contractors and Department of Defense (DoD) civilians. Maintain records created as a result of prescribed processes in accordance with (IAW) AFMAN 33-363, Management of Records, and dispose of them IAW the AF Records Disposition Schedule (RDS) at **https://afrims.amc.af.mil**.

1.2. Temporary Duty (TDY) Operations. Aircrews attending formal flying training courses and/or flying in support of a host unit are considered local aircrews. Aircrews in a formal course shall receive a phase briefing from the host unit before flying. Aircrews that are not part of a formal course will receive a local area briefing from a local host unit covering Barksdale AFB procedures. Deployed unit commanders will ensure their host unit is informed of any additional training events the deployed unit will accomplish before, during, or after any mission they fly in support of a Barksdale AFB mission requirement. Aircraft TDY to Barksdale AFB are authorized to apply paragraph 4.4., Reduced Same Runway Separation, once a letter of agreement is signed between the host wing and the TDY unit. The host wing will ensure a detailed briefing is conducted prior to local flying operations.

1.3. Policies. Procedures outlined in this instruction are directive in nature and apply to all units involved in flying or in support of flying activities at Barksdale AFB. Deviations from existing regulations and procedures listed in this instruction are only authorized in the interest of safety unless otherwise coordinated through appropriate channels. The policies outlined herein are supplemental to USAF, HQ AFGSC and Federal Aviation Administration (FAA) directives.

1.4. Recommended Changes. The Airfield Operations Flight Commander (AOF/CC) is responsible for this instruction and will process any changes approved by the Airfield Operations Board (AOB). Units shall forward recommended changes to the AOF/CC on an AF Form 847. The AOF/CC shall review this instruction annually and brief recommended changes at the AOB.

1.5. Local Distribution. This instruction shall be made accessible to all personnel assigned to units involved in flying operations or flying support activities at Barksdale AFB.

Chapter 2

GENERAL INFORMATION

2.1. Runway and Taxiways.

2.1.1. Runway. Barksdale AFB Runway 15/33 is 11,758 ft. x 299 ft. Runway 15/33 is composed of a mixture of concrete and asphalt. The first 1,184 ft. of Runway 15 and the first 1,600 ft. of Runway 33 is composed of concrete only. Runway information is published in the IFR Supplement. An airfield diagram is depicted in Attachment 2.

2.1.2. Taxiways. Taxiway Alpha is 200 ft. wide and Taxiway Delta is 215 ft. wide at the hammerheads. Taxiways Bravo and Charlie are 100 ft. wide while Taxiways Echo 1 and Echo 2 are 75 ft. wide. Additionally, Taxiway Echo is 5000 ft. X 150 ft. Taxiway Echo and Echo 1 are unlit and are only to be used during Daytime, VFR conditions. Taxiway Charlie is closed and not used for aircraft. B-52 aircraft may not utilize Echo Taxiways due inadequate taxiway shoulder width.

2.1.3. Field Elevation. The field elevation at Barksdale AFB is 165 ft. MSL measured from the center of the runway.

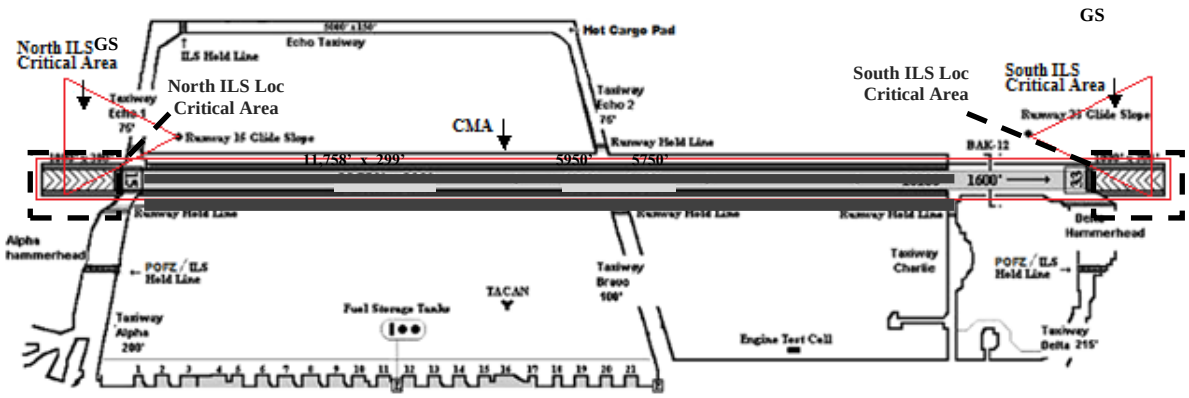
2.1.4. Overruns. The overruns are 1,000 ft. X 299 ft. of asphalt located at the ends of each runway.

2.1.5. Intersection Departures (Figure 2.1.) Air Traffic Control Tower (ATCT) shall issue runway distance remaining to all aircraft requesting an intersection departure. Runway distances remaining from the taxiway intersections are as follows:

Runway 15: Bravo Taxiway - 5,750 ft.

Runway 33: Bravo Taxiway - 5,950 ft.

Figure 2.1. Intersection Departure Diagram.



2.2. Runway Selection Procedures.

2.2.1. Runway Use Program. The ATCT Watch Supervisor (WS) shall designate the active runway in use based on existing and forecasted wind information using criteria outlined in FAA JO 7110.65, *Air Traffic Control*. The calm wind runway is Runway 15.

2.2.2. Runway Change Procedures.

2.2.2.1. Prior to changing runways, the ATCT shall coordinate with Shreveport (SHV) RAPCON.

2.2.2.2. Upon changing runways, the ATCT shall notify the following agencies: SHV RAPCON or Shreveport Tower (when SHV RAPCON is closed), SOF, 2 BW/CP, MOC, Weather, AMOPS and the Fire Department.

2.3. Control of Ground Traffic in the Controlled Movement Area (CMA).

2.3.1. Movement Areas. The CMA at Barksdale AFB includes the runway, overruns, and all areas within 100 ft. of the runway/overrun edge to include both North and South ILS critical areas. Specific approval for entry onto the CMA must be obtained from the ATCT.

2.3.2. Entry and exit of the CMA requires ATCT approval. During periods of darkness, vehicles operating on the CMA must use rotating beacon lights or hazard flashers. All individuals, whether in a vehicle or on foot, must maintain two way radio communications with the ATCT at all times.

2.3.2.1. When an individual experiences loss of radio communication with the ATCT, the tower will utilize established light gun signals and/or flash runway lights to reestablish communication. The individual will exit the runway environment immediately upon flashing of the runway lights.

2.3.3. Instrument Hold Sign (INST). All vehicles must hold short at the INST hold line until permission to enter the respective critical area is obtained from the ATCT.

2.3.4. ILS Critical Area Protection. ILS critical areas are established near the North and South runway overruns. Signage marks the boundaries of the ILS critical areas when approached from Perimeter Road. All vehicle operators are required to "HOLD SHORT" of the area and request access from the ATCT. Vehicle Operators must report to the ATCT when out of the area.

2.3.5. Runway Incursion/Controlled Movement Area Violation (CMAV) or Hazardous Air Traffic Report (HATR). In the event of a Runway Incursion/CMAV or HATR, AMOPS will take action to apprehend the offender, suspend driving privileges and properly report the incident IAW AFMAN 91-223_AFGSC SUP, *Aviation Safety Investigations and Reports,* and BAFBI 13-213, *Airfield Driving*. The AOF/CC shall notify HQ AFGSC within 24 hours of the incident.

2.3.6. Airfield Closures. Refer to BAFBI 13-213 for runway crossing operations during Airfield Closures.

2.4. Airfield Lighting Systems.

2.4.1. Airfield Lighting. Runway 15 and Runway 33 are equipped with a High Intensity Runway Lights (HIRLs) Approach Lighting System with Sequenced Flashing Lights (ALSF-1) and Precision Approach Path Indicators (PAPIs).

2.4.1.1. The distance between the Runway 15 threshold lights, pre-threshold lights, and the terminating bar light stations is 128 ft. between each station. Normal configuration is 100 ft. between each light station.

2.4.2. Taxiway Lights

2.4.2.1. Lit: Taxiways Alpha, Bravo, Delta and Echo 2

2.4.2.2. Unlit: Taxiways Charlie, Echo, and Echo 1

2.4.2.3. CE Exterior Electric shall:

2.4.2.3.1. Inspect and ensure reliability of the airfield lighting systems daily.

2.4.2.3.2. Ensure airfield lighting inspections are followed IAW the LOP between AMOPS and CE Exterior Electric.

2.4.3. Airfield Lighting Checks. AMOPS shall:

2.4.3.1. Perform a lighting check daily, within 1 hour after sunset. Advise the ATCT immediately of any hazards to nighttime aircraft operations. EXCEPTION: Runway 33 Approach Lighting System (ALS) shall be checked during daylight hours due to terrain.

2.4.3.2. Ensure airfield lighting checks are followed IAW the LOP between AMOPS and CE Exterior Electric.

2.5. Aircraft Arresting Systems (AAS).

2.5.1. Type: Barrier Arresting Kit-12 (BAK-12). The BAK-12 is a bi-directional system that employs two energy absorbers. Each absorber consists of two multi-disc rotary friction brakes mounted on either side of the purchase-tape reel on a common shaft. The energy absorbers are located on opposite sides of the runway, connected to a 32- millimeter (1.25-inch) disc-supported pendant by the purchase tape.

2.5.2. Location: 1,100 ft. from the approach end of Runway 33 (1,100 ft. from the departure end of Runway 15).

2.5.3. Standard Configuration: The BAK-12 AAS is normally disconnected with the cable removed to the side of the runway. When the AAS is rigged and in battery and the crew is fully manned successive engagements may be accomplished in 12-15 minute intervals

2.5.4. Coordination Procedures.

2.5.4.1. The BAK-12 AAS is designated for Air Warrior II (Green Flag East) tailhook equipped aircraft use. 548 CTS shall notify 2 CES Power Production and AMOPS a minimum of seven days prior to the arrival of tailhook equipped aircraft to ensure that the BAK-12 is serviceable when the aircraft arrive.

2.5.4.2. The BAK-12 AAS may be placed in service for tailhook equipped aircraft hosted by the 2 BW and other tenant units. Requests should be forwarded to 2CES Power Production and AMOPS seven days prior to arrival to ensure that the BAK-12 is serviceable.

2.5.4.3. 2 CES Power Production shall:

2.5.4.3.1. Notify AMOPS of all BAK-12 AAS operations/maintenance to include when maintenance has begun or is complete.

2.5.4.3.2. Coordinate all certification and practice engagements with AMOPS and the Fire Department and request pre-positioning of Crash Fire Rescue crews/equipment on site, near the runway.

2.5.4.3.3. Coordinate no later than (NLT) 60 days prior with 548 CTS and AMOPS for barrier certification.

2.5.4.4. AMOPS shall:

2.5.4.4.1. Notify the ATCT of all BAK-12 AAS operations/maintenance being conducted.

2.5.4.4.2. Determine and publish appropriate NOTAMs and update Flight Information Publications (FLIPs) as necessary.

2.5.4.4.3. Request 2 CES Heavy Repair to have a sweeper standing by for scheduled certification and practice engagements and to respond ASAP for unscheduled emergency arrested landings.

2.5.4.4.4. Conduct a runway check and inspect cable tie-down tension prior to permitting resumption of runway operations.

2.5.4.5. The standard configuration for the BAK-12 is disconnected and not operational. When the cable is operational, the following will be transmitted on the Automatic Terminal Information Service (ATIS): "ATTENTION ALL AIRCRAFT, BAK-12 CABLE IS IN PLACE 1,100 ft FROM THE DEPARTURE END OF RUNWAY 15."

2.5.4.6. During BAK-12 AAS certification, the ATCT shall not approve cable operations until Fire Department personnel are on site.

2.5.5. Aircraft Arresting System Procedures (BAK-12). The tower watch supervisor will not approve practice engagement operations until crash personnel are on scene and will ensure a minimum 15 minute time interval between engagements.

2.5.5.1. Any aircraft without the current ATIS code will be advised of the arresting gear type and its location.

2.5.5.2. The BAK-12 cable will be available and in place approximately 1,100 ft. from the departure end of runway 15 (1,100 ft. from the approach end of runway 33) during the following times.

2.5.5.3. Runway 15 (Tailwind component up to 5 knots): From the time the F-15s/F-16s taxi for their first departure until their final landing of the day.

2.5.5.4. Runway 33 (Headwind component up to 15 knots): F-16 aircrews will request opposite direction (runway 15) takeoffs with the departure end cable available. Minor delays should be expected. The cable will be removed following departure from local area (approximately 3 minutes). In case of emergency, barrier maintenance will ensure the BAK-12 is in place within 15 minutes of notification.

2.5.5.5. Runway 33 (Headwind component greater than 15 knots): BAK-12 will not be in place unless requested for IFE recovery. Barrier maintenance will have BAK-12 in place within 15 minutes of notification from 548 CTS or the control tower.

2.6. Parking Plan/Restrictions.

2.6.1. Parking Plan. Airfield setup is built primarily for B-52 support.

2.6.1.1. Under optimal conditions, the mass aircraft parking apron can support 59 B-52s or heavy jets with wingspans less than 185 ft. The alert aircraft parking apron (AAPA) has nine stubs to support nine B-52s.

2.6.1.1.1. Live conventional explosives/munitions upload and download are designed for spots V-4, W-4, X-4, Y-4 and Z-4; Sites 1 through 16; Alert stubs A-H and J.

2.6.1.2. Parking rows AA, BB, CC and DD were originally designed to support 32 A-10 aircraft. Those squadrons no longer exist at Barksdale.

2.6.1.2.1. Aircraft with wingspans less than 57.6 ft can utilize parking rows AA through DD.

2.6.1.3. Transient aircraft will normally be parked on K-row.

2.6.1.4. DV aircraft will usually park on J-row. If requested, DVs can also be parked on R or S-rows for easier access to Hoban Hall events.

2.6.1.5. C-5s or aircraft with wingspans greater than that of a B-52 (185 ft.) will utilize two parking spaces to ensure adequate wingtip clearance. Typically U-row is utilized for these types of aircraft.

2.6.1.6. See Attachment 4 for the aircraft parking plan layout.

2.6.2. Civil Engineering (CE) is the OPR for the development of the aircraft parking plan. While CE is the OPR, the Airfield Manager (AFM) serves as a point of contact to aid in the development of the aircraft parking plan, along with other agencies, including Safety, Security Forces and Maintenance.

2.6.3. The AFM and joint airfield inspection team, comprised of the AOF/CC, Safety and CE shall review the parking plan as part of the annual Airfield Certification/Safety Inspection checklist IAW AFI 13-204V2, *Airfield Operations Standardization and Evaluations,* Attachment 4. Optional joint airfield inspection agencies are Communications and Security Forces.

Note: Visual Blinds Spots from ATCT include: Parking spots AA through DD (parking spots under the sunshades), Parking Spots Z-1, V-1 and V-2, Portions of the DV parking row in front of Hangar 7 and portions of the AAPA behind the Warrior Center.

2.7. Operating Hours and Designated Airspace.

2.7.1. Airfield Operating Hours. Barksdale AFB aerodrome hours are 24 hours a day, 7 days a week, closed holidays and shall be manned IAW AFI 13-204v3, AFGSC_SUP, *Airfield Operations Procedures and Programs*.

2.7.1.1. HQ AFGSC/A3 approves Airfield Operations (AO) facility closures that exceed 96 hours. The WG/CC or OG/CC may approve closure requests that do not exceed 96 hours. HQ AFGSC/A3 must be notified via memorandum if the runway closure does not exceed 96 hours.

2.7.2. Airspace Designation. Figure 1.3 depicts the areas of Shreveport Regional Airport (Class C), Shreveport Downtown Airport (Class D) and Barksdale AFB ATCT (Class C) areas of responsibility.

2.7.2.1. Area 1: Barksdale ATCT area of responsibility is the airspace extending upward from the surface to and including 2,500 ft. MSL within a 5 mile radius of Barksdale AFB, excluding the following:

2.7.2.1.1. The airspace within a 1.5 mile radius of the Shreveport Downtown Airport.

2.7.2.1.2. The airspace 1.5 miles west and parallel to the Barksdale AFB runway 15/33 centerlines from the Shreveport Downtown 1.5 mile radius to the 5 mile boundary of the Barksdale ATCT Class C Surface Area.

2.7.2.2. Area 2: Shreveport (SHV) Regional Tower area of responsibility is the airspace extending from the surface to 4,300 ft. MSL within a 5-mile radius of the Shreveport Regional Airport.

2.7.2.3. Area 3: Shreveport Downtown (DTN) Tower area of responsibility is the airspace extending from the surface up to and not including 1,600 ft. MSL within a 4.4 mile radius of the Shreveport Downtown Airport excluding the airspace in Areas 1, 2, and 4.

2.7.2.4. Area 4: Shreveport RAPCON area of responsibility is the airspace from the surface up to and including 12,000 ft. MSL excluding the airspace in Areas 1, 2, and 3.

Figure 2.2. Airspace Designations.

2.7.3. Class C Airspace Operations. The airspace surrounding Barksdale AFB and Shreveport Regional Airport is Class C Airspace.

2.7.3.1. Class C "Outer Area": That airspace extending out to a 20 NM radius of Barksdale AFB and Shreveport Regional Airport, and extending vertically from the lower limits of radar/radio coverage up to and including 12,000 ft. MSL, excluding other Shreveport RAPCON Class C Airspace and Barksdale AFB Class C Tower Surface Area.

2.7.3.2. All aircraft shall establish and maintain two-way radio communications with the appropriate ATC facility prior to entering/operating in the Shreveport Class C Airspace unless ATC authorizes otherwise.

2.7.3.3. Aircraft should use UHF to the maximum extent possible as the primary means of communications with the ATCT.

2.7.3.4. SHV RAPCON is the ATC facility providing service within the Shreveport/Barksdale AFB outer areas. USAF aircraft operating VFR shall abide by established guidance

2.8. Local Frequencies/Channelization. The following channels may be used by ATC in lieu of frequencies for base assigned B-52 aircraft operating in the local flying area:

CHANNEL	FREQUENCY	AGENCY/USE
1	228.325	11 Bomb Squadron
1	226.875	20 Bomb Squadron
1	228.275	96 Bomb Squadron
1	270.025	49 Test and Evaluation Squadron

1	379.4	93 Bomb Squadron
2	275.8	Barksdale Ground Control
3	278.3	Barksdale Local Control (Tower)
4	350.2	Shreveport Departure Control
5	346.25	Fort Worth ARTCC (MLU)
6	263.05	Fort Worth ARTCC (TXK)
7	(Not Assigned)	Open
8	307.025	ATIS
9	311.0	Command Post (Primary)
11	321.0	Command Post (Secondary)
12	343.675	MARSA Formation
13	255.4	FSS
14	227.4	Barksdale Metro
15	254.425	Pilot to Dispatch
16	364.2	NORAD GCI Common
17	327.0	Shreveport Approach (East)
18	335.55	Shreveport Approach (West)
19	260.2	HQ Auto TOD

2.9. 2 BW Command Post (2 BW/CP)/ATCT Coordination.

2.9.1. Use of direct landline between 2 BW/CP and the ATCT is restricted to essential or emergency messages only.

2.9.2. Both agencies shall answer the line as soon as possible to ensure messages are received in a timely manner to ensure the appropriate coordination is conducted.

2.9.3. Workload permitting, the ATCT shall relay verbatim any essential or emergency messages to ensure timely notification.

2.9.3.1. Advise 2 BW/CP when the pilot does not acknowledge a relayed message.

2.9.4. 2 BW/CP shall coordinate with the ATCT or AMOPS for transient aircraft requesting pattern work. Practice approaches may be restricted by the ATCT depending on pattern saturation and time of day.

2.10. ATCALS/PMI Schedule.

2.10.1. Barksdale ATCT is designated as the Air Traffic Control and Landing System (ATCALS)/NOTAM monitoring facility and will report any changes in operating status of the following facilities to AM and Shreveport RAPCON. *(ATC Responsibilities)*

2.10.1.1. ATCT.

2.10.1.2. ILS systems for Runways 15 and 33.

2.10.1.3. TACAN.

2.10.1.4. Airfield Lighting Outages.

2.10.1.5. BAK-12 outages as informed by barrier maintenance.

2.10.2. Navigational Aids (NAVAIDS) Preventative Maintenance Inspection (PMI). Published (No NOTAM) PMI times for Barksdale AFB owned NAVAIDs are as follows:

2.10.2.1. ILS Runways 15/33: Tuesday and Thursday, 0500L - 0800L.

2.10.2.2. TACAN: Wednesday, 0400L – 0700L.

2.10.2.3. If weather conditions prohibit preventable maintenance inspections (PMI) from being conducted, Meteorological Navigational Aids (METNAV) maintenance shall coordinate with the AOF/CC to reschedule. When this occurs outside published PMI times the AOF/CC shall coordinate downtime requests through the OG/CC.

2.10.3. ATCALS Auxiliary Generators. ATCALS electrical power is considered reliable when auto start and automatic power transfer equipment is installed on ATCALS equipment.

2.10.3.1. Auxiliary power generators for ATCALS shall be manually started prior to severe weather phenomenon or if deemed necessary by the ATCT WS.

2.10.4. ATCALS Generator Maintenance.

2.10.4.1. 2 CE Power Production (Power Pro) is responsible for ensuring adequate fuel levels and routine maintenance upkeep for all ATCALS auxiliary power generators.

2.10.4.2. ATCALS owned by Barksdale AFB include the localizer and glideslope for each runway, the TACAN, the ATCT and the GATR site.

2.10.4.3. Periodic checks on the generators will be conducted by CE Power Pro at least every 30 days. Report any abnormalities or inoperable status of the generators to the ATCT WS. The ATCT WS on duty will notify AMOPS as applicable for NOTAM actions, etc.

2.11. Transient Alert: Services are available weekdays 0800L - 1900L and weekends 0800L - 1800L. TA is closed on all federal holidays. Outside the published times, TA operations must be approved by the 2 MXG/CC or designated representative. AMOPS coordinates with MOC for TA after-hour approval.

2.12. ATIS Procedures.

2.12.1. The Barksdale AFB ATIS is operational during ATCT hours of operation.

2.12.2. Aircrews shall monitor the ATIS to determine the current airfield conditions prior to taxiing for departure or initial call up on recovery.

2.13. Aircraft Special Operations Areas/Ramps.

2.13.1. Arm/De-Arm Areas for Fighter Type Aircraft:

2.13.1.1. Primary arming areas are Taxiways Alpha and Delta.

2.13.1.2. Alternate arming area is Taxiway Bravo.

2.13.1.3. Primary de-arming areas are Taxiways Bravo and Delta.

2.13.1.4. Alternate de-arming area is Taxiway Alpha.

2.13.1.5. AFMAN 91-201 BAFB SUP1 details Arm/De-arm operations.

2.13.2. Engine Run Locations

2.13.2.1. B-52s running at less than 85% power have no restrictions on engine run locations. Any B-52 engine run greater than 85% must have at least 500 ft. of clearance behind the aircraft, with the exception of one inboard engine being run up to 90% during engine start. B-52s exceeding the above power restrictions must be parked at one of the following locations:

2.13.2.1.1. Aircraft backed into Sites 1-20.

2.13.2.1.2. Delta Hammerhead or spot U3, facing either east or west.

2.13.2.1.3. Spots V4, W4, X4, Y4 and Z4, positioned at a 45 degree angle to the main parallel.

2.13.2.1.4. These locations must have a spotter present to watch for any mobile obstructions that might pass behind an aircraft conducting an engine run. The spotter shall instruct maintenance (MX) personnel to reduce the engine power to idle if any mobile obstruction approaches the jet blast area.

2.13.2.2. B-52 aircraft are not allowed to conduct engine runs at greater than 85% power while parked in the Aircraft Alert Parking Area (AAPA).

2.13.2.3. It is not typical for Barksdale AFB to have transient aircraft that would require restrictions for engine runs. Should transient heavy aircraft require a high powered engine run, taxiways Alpha or Delta will be used.

2.13.2.3.1. Transient alert services will consult AMOPS prior to conducting full powered engine runs.

2.13.2.3.2. Transient aircraft requiring engine runs greater than 85% power shall contact the AFM for approval.

2.13.3. Aircraft Special Ground Operations Areas.

2.13.3.1. Drag Chute Jettison Areas: Aircraft shall jettison drag chutes on taxiway Alpha or Delta once clear of the runway and in the hammerhead area which will ensure that the chute will not blow back onto the runway/grass and will remain clear of the taxiway to the maximum extent possible.

2.13.3.2. Drag Chute Recovery Procedures:

2.13.3.2.1. ATCT shall advise AMOPS of aircraft jettisoning a drag chute if the aircraft does not land on the runway in use.

2.13.3.2.2. AMOPS shall advise TA or MOC to recover jettisoned drag chute. When available, TA will recover drag chutes. During times that TA is not available, MOC will coordinate drag chute recovery.

2.13.4. Hot Pit Refueling: Hot Pit refueling is not authorized.

2.14. Aircraft Towing Procedures: Aircraft Towing Procedures. See BAFBI 13-213.

2.15. Aircraft Taxiing Requirements/Routes.

2.15.1. Taxi Operations.

2.15.1.1. All taxi operations require clearance from ground control. State the appropriate ATIS code to ground control when requesting taxi instructions for departure.

2.15.1.2. ATC may authorize aircraft to taxi without a departure clearance/VFR squawk if a filed flight plan is confirmed with AMOPS.

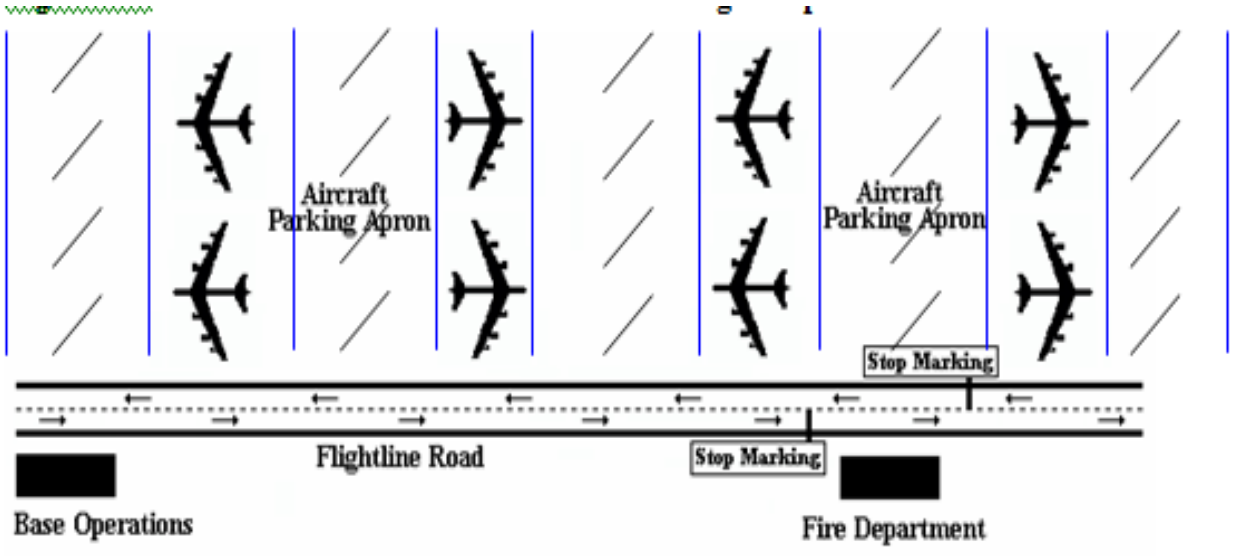
2.15.2. Wingtip Clearance for Taxiing/Towed B-52's: Non-standard white markings have been painted on the north and south sides of interior taxi lanes of the mass parking apron to identify wingtip clearance for taxiing/towed aircraft (Note: wingtip clearance is based on the B-52 wingtip clearance criteria, Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design*. Once the B-52 is established on the interior taxi lane centerline there is 30 ft. of wingtip clearance between the B-52 wingtip and the white line until the B-52 starts a turn into/out of the parking spot).

2.15.2.1. No mobile objects shall be positioned between the two white lines that define the interior taxi lane during aircraft taxi as designated below in Figure 2.3.

2.15.3. Aerospace Ground Equipment (AGE): AGE shall be stored on sites 5 and 21. Additionally, the approved munitions (MUNS) storage location is Stub D. MUNS equipment will be kept behind non-standard white markings painted on the entrance to the Stub. These markings indicate appropriate wing tip clearance from B-52 aircraft taxiing out of the Alert Aircraft Parking Area. AGE used for aircraft launch and recovery may not be staged on aircraft parking ramps 3 hours before engine start and must be removed no later than 3 hours after departure.

2.15.4. AMOPS will conducts checks to ensure AGE equipment is properly stored and coordinate correction of violations to MOC or other appropriate agencies. Trends and recurring violations will be elevated and briefed to MXG/CC and OG/CC at quarterly AOBs.

Figure 2.3. Non-standard White Line on the Parking Ramp.



2.16. Airfield Maintenance.

2.16.1. Airfield Maintenance and Construction. Coordinate all proposed construction projects and maintenance activities through the AFM. All contractors will sign in and out at AMOPS prior to accessing and departing the airfield. Additionally, the AFM and AMOPS personnel will conduct an inspection of construction sites during daily airfield inspections and perform random spot checks to verify compliance with the established construction safety plan.

2.16.2. Sweeper Operations.

2.16.2.1. 2 CES will ensure an airfield sweeper is scheduled IAW the Letter of Practice (LOP) between CES and AM. Sweeper shall report to AMOPS and sign in, prior to beginning sweeper duties on the airfield. Sweeper shall sweep the runway, taxiway Alpha, Bravo, Charlie, Delta, Echo, Echo 1, Echo 2, parallel taxilane, and transient/DV parking areas. All other locations will be swept IAW airfield sweeping LOP.

2.16.2.2. Requests for a sweeper can be coordinated at any time. Sweeper requests should be limited to areas that are too large to be removed by hand. Contact AMOPS after any such request is made.

2.16.3. Mowing Operations. Airfield grounds will be managed and maintained IAW BAFBI 91-212.

2.16.3.1. Mower operators shall maintain two way radio communications with the ATCT when on the airfield. The ATCT shall ensure mowers remain outside 100 ft. of the runway at all times unless approved otherwise.

2.16.3.2. Mower operators are required to contact AMOPS prior to conducting and upon completion of mow operations. AMOPS will ensure number of mowers and locations to be mowed are recorded on the daily events log.

2.16.4. FOD Prevention. FOD prevention is the responsibility of all personnel operating on the airfield.

2.16.4.1. Barksdale ATCT shall:

2.16.4.1.1. Solicit location, material, and amount/size FOD from the reporting source.

2.16.4.1.2. Alter airport operations as follows:

2.16.4.1.2.1. FOD reported on the runway: Immediately suspend runway operations.

2.16.4.1.2.2. FOD reported on the ramp/taxiways: Advise affected aircraft and reroute traffic as required.

2.16.4.2. Notify AMOPS.

2.16.4.3. Await AMOPS approval to resume operations.

2.16.4.4. AMOPS shall:

2.16.4.4.1. Immediately respond to the affected area

2.16.4.4.2. Remove or coordinate removal of the FOD hazard.

2.16.4.4.3. Notify the ATCT when the FOD has been removed and the affected area is usable for normal airport operations.

2.17. Runway Surface Condition & Runway Condition Reading Values.

2.17.1. Determining Runway Surface Condition (RSC) and Runway Condition Reading (RCR). AMOPS personnel or the AFM will determine and report RSC and RCR. AMOPS will conduct RSC checks and will submit a "wet runway" NOTAM as appropriate.

2.17.2. Recording RCR. Use AFTO Form 277, Results of Runway Breaking Test when reporting RCRs. Ensure that AFTO Form 277s are compiled with other daily records that are submitted to the NAMO for proper records disposition. RSC shall be estimated and reported to the nearest 1/10 of an inch. At a minimum, disseminate RSC and RCR data to AMOPS, the ATCT, SHV RAPCON, Base WX and 2 BW/CP. RSC shall be determined IAW Attachment 1, "Wet Runway."

2.18. Procedures/Requirements for Conducting Runway Checks.

2.18.1. Airfield Inspections. Qualified AM personnel will inspect the airfield and document discrepancies related to obstacles and obstructions, construction areas, airfield markings, airfield signs, airfield lighting, pavement areas, and the BAK-12 AAS as described in the subparagraphs of AFI13-204v3 17.1.16 and AM OI 13-204, *Airfield Management Operations,* Chapter 6. AM personnel will ensure that a runway check is accomplished prior to the first departure of the day if the runway portion of daily airfield inspection has not been accomplished prior to the first departure of the day.

2.18.2. Airfield Checks. Airfield checks shall be conducted every 2 hours, unless mission constraints exist. At a minimum, an airfield check shall be conducted every 3 hours. A minimum of three airfield checks will take place per 8-hour shift and five airfield checks per 12-hour shift. All discrepancies will be annotated on the Airfield Discrepancy Log. All airfield checks shall include a runway check. Complete an Airfield Check for the following reasons:

2.18.2.1. Lighting check after sunset. (To include Runway 15 approach lights).

2.18.2.2. Runway 33 lighting check. (During day shift).

2.18.2.3. Prior to the opening of the airfield and before the start of daily flying activities.

2.18.2.4. During and after high winds or heavy rain.

2.18.2.5. During times of construction on the airfield.

2.18.2.6. Prior to landing or departure of aircraft carrying hazardous or dangerous cargo.

2.18.2.7. When requested by the SOF or ATCT.

2.18.2.8. When notified of in-flight emergencies/ground emergencies, unless services are not required. For example, emergencies involving emergency fuel or aircrew physiological conditions.

2.18.2.9. When aircraft land with unexpended ordnance, hung ordnance, or hung flares.

2.18.2.10. When the configuration of the BAK-12 is changed.

2.18.2.11. When FOD or a dropped object is reported or suspected to be on the runway.

2.18.2.12. At the discretion of the AM Operations Supervisor/AM Shift Lead.

2.19. Procedures for Opening and Closing the Runway.

2.19.1. Airfield Opening and Closing Procedures. AM is the authority for opening and closing the runway, taxiways, and parking areas. Neither the ATCT nor the SOF can open or close the runway without direction from AM.

2.19.2. Airfield Opening Procedure. Prior to opening, AM shall conduct an airfield inspection IAW AFI 13-204 V3 and AM OI 13-204.

2.19.2.1. Upon completion of the runway check, AM shall notify the ATCT of runway status if deemed satisfactory for runway operations. AM shall report "FOD CHECK IS COMPLETE, THE RUNWAY IS OPEN AND USABLE."

2.19.2.2. ATCT shall broadcast over all radios that the runway and aerodrome are open/closed and update such on the ATIS IAW FAA JO 7110.65.

2.20. Procedures for Suspending Runway Operations.

2.20.1. Runway operations may be suspended when any unsafe condition exists. The following agencies have the authority to suspend runway operations:

2.20.1.1. 2 BW/CC or 2 OG/CC.

2.20.1.2. 2 BW SOF.

2.20.1.3. Airfield Management.

2.20.1.4. ATCT Watch Supervisor (WS).

2.20.2. All agencies with authority to suspend runway operations shall notify AMOPS upon suspending runway operations.

2.20.3. Suspending Runway Operations. At a minimum, suspend runway operations for the following reasons:

2.20.3.1. After the arrival of an in-flight emergency.

2.20.3.2. When aircraft or vehicles are disabled on the runway, runway overruns, or shoulders within 100 ft. of the runway edge.

2.20.3.3. When configuration of the BAK-12 is changed.

2.20.3.4. When FOD or a dropped object is reported or suspected to be on the runway.

2.20.3.5. After the arrival of an aircraft that reports a bird strike.

2.20.3.6. During snow/ice removal operations.

2.20.4. Procedures for Resuming Airfield Operations. AM shall perform a runway check following any runway closure or suspension of operations IAW AFI 13-204 V3.

2.20.4.1. If runway operations are suspended, a physical check of the runway shall be conducted by AM prior to resuming runway operations.

2.20.4.2. AM shall inform the ATCT when airfield operations are resumed. Phraseology: "FOD CHECK COMPLETE, RUNWAY OPERATIONS RESUMED."

2.21. Engine Test/Run up Procedures.

2.21.1. Coordination. Prior to engine runs, MOC shall coordinate with the ATCT and include the aircraft's tail number and parking spot. Prior to commencing an engine run (idle or above idle), MX personnel shall contact the ATCT on ground control frequency.

2.21.2. MX personnel shall monitor the ground control frequency during the engine run. Upon completion, they shall contact the ATCT and advise termination.

2.22. Noise Abatement Procedures.

2.22.1. Noise Abatement Responsibilities. Noise abatement is the responsibility of all aircrews operating out of Barksdale AFB and all base agencies in direct support of flying operations.

2.22.1.1. IAW AFI 35-108, *Environmental Public Affairs*, all complaints officially or unofficially received will be referred to the 2 BW Public Affairs (PA) office.

2.22.1.2. 2 BW PA shall forward a copy of all complaints to the Airspace Manager for immediate action.

2.22.1.3. Scheduling shall plan and route military flying operations to minimize low altitude flight over residential and/or commercial areas.

2.22.1.4. MOC personnel will minimize aircraft engine runs from 2200L to 0600L.

2.22.1.5. ATCT WS may terminate engine runs if engine noise interferes with ATC instructions.

2.22.2. Quiet Hours. The 2 OG/CC is the approval authority for all quiet hours at Barksdale AFB. Quiet hours are divided into the following categories:

2.22.2.1. Level One:

2.22.2.1.1. No engine starts or engine runs on the ramp or test stands.

2.22.2.1.2. No aircraft will be allowed to taxi along the Main Parallel Taxi lane.

2.22.2.1.3. No traffic pattern activity, including full-stop arrivals and departures (unless specified in the request).

2.22.2.2. Level Two:

2.22.2.2.1. No engine starts or engine runs on the ramp or sites impacting the "quiet zone" as defined by the requester.

2.22.2.2.2. No aircraft may taxi along the parallel taxiway without 2 OG/CC approval.

2.22.2.2.3. No traffic pattern operations including full-stops without 2 OG/CC approval.

2.22.2.3. 3 Level Three:

2.22.2.3.1. No engine starts or engine runs on spots affecting the "quiet zone" as defined in the request.

2.22.2.3.2. No aircraft may taxi along the main parallel taxiway within the "quiet zone" as defined by the requester.

2.22.2.3.3. Taxi and traffic pattern operations are authorized, to include full stop landings.

2.22.2.4. Level Four:

2.22.2.4.1. No engine starts or runs on spots affecting the quiet zone.

2.22.2.4.2. Taxiing aircraft are not restricted.

2.22.3. Quiet Hours Requests. Quiet hours requests shall be coordinated with Wing Scheduling (2 OSS/OSO) at least two weeks in advance. Follow-up is required for short notice requests. The request must state:

2.22.3.1. The level requested (Level 1-4) and location.

2.22.3.2. Date and time requested.

2.22.3.3. Ceremony/event being performed.

2.22.3.4. Exceptions IAW para 2.22.8.

2.22.4. Quiet Hours Approval. Upon 2 OG/CC approval, 2 OSS/OSO shall contact:

2.22.4.1. Affected Group Commanders.

2.22.4.2. 2 BW/CP.

2.22.4.3. AM.

2.22.5. Quiet Hours NOTAM. AM shall send a local NOTAM and notify local agencies.

2.22.6. Length of Quiet Hours. Time window for quiet hours requests should be minimized to the maximum extent possible (ideally, not to exceed 30 minutes). 2 OSS/OSO should consider effects of allowing departures and full stop landings. Such exceptions should be included on the request in reference to the quiet hour level requested.

2.22.7. Early Completion of Event. If the ceremony is completed prior to the expiration of the time window, the requesting agency shall notify the 2 OSS/OSO. 2 OSS/OSO shall notify AMOPS that quiet hours have been terminated.

2.22.8. Priority. During quiet hours ATCT may authorize priority aircraft listed in para 8.11. to conduct operations IAW FAAO JO 7110.65 but shall notify AMOPS immediately. Military aircraft carrying DVs (Code 7 or higher) may also arrive/depart as an exception during quiet hours.

2.23. Procedures for Protecting Precision Approach Critical Areas.

2.23.1. Touchdown Area, ILS Critical Areas, Instrument Clear Zones and Precision Obstacle Free Zone (POFZ). The following five areas must be avoided by taxiing aircraft in order to avoid interference with the ILS signals as well as avoid obstruction interference to landing aircraft: the Localizer Critical Areas and Glide Slope Antenna cones on both ends of the runways (Attachment 2) and the POFZ.

2.23.2. ILS Critical Area Protection. ILS critical areas are established near the North and South runway overruns. Signage marks the boundaries of the ILS critical areas when

approached from Perimeter Road. All vehicles and personnel are required to "HOLD SHORT" of the area and request access from the ATCT. All vehicles and personnel are required to report to the ATCT when out of the area.

2.23.3. Localizer Critical Areas: Due to the width of the runway, an instrument hold line to protect the localizer critical area is not required on the taxiways since the normal runway hold lines suffice.

2.23.4. Glideslope Critical Areas: The glideslope antennas for both Runways 15 and 33 are located east of the runway.

2.23.4.1. An instrument hold line is located on the north end of the Taxiway Echo to ensure protection of the glideslope for Runway 15.

2.23.4.2. All aircraft utilizing Taxiway Echo with a reported ceiling of less than 800 ft. AGL and/or visibility less than 2 miles, shall hold short of the instrument hold line.

2.23.4.3. All vehicles, regardless of the weather, will stop at the instrument hold lines until instructed to proceed by the ATCT.

2.23.5. Obstacle and Instrument Clear Zones: Obstacle and instrument clearance criteria are established for instrument approach procedures.

2.23.5.1. Aircraft located in portions (indicated by normal hold position markings) of the North and South Hammerheads violate obstacle/instrument clearance criteria. Other aircraft or vehicles in these zones become obstacles for landing aircraft.

2.23.5.2. These areas, when occupied by heavy aircraft violate obstruction clearance criteria.

2.23.5.3. Pilots shall hold short of the instrument hold lines during IMC conditions or when directed by the ATCT.

Table 2.1. Revised TERPS Minima for Aircraft Repositioning Inside the ILS Critical Area.

The Following Minima Apply During Repositioning Procedures:			
Approach	Runway	Category	DH/MDA/RVR-HAT-CLNG-VIS
ILS	15	A B C D E	414/600/24-250-300-1/2
ILS	33	A B C D E	413/600/24-250-300-1/2

2.24. Restricted/Classified Areas on the Airfield.

2.24.1. Air Weapons Escort Movements, Aircraft Generations, Special Exercises and Primary Nuclear Airlift Force (PNAF) Missions on the Airfield. During weapons generations and escort movements, general aviation and civilian aircraft will not be authorized to overfly or enter the Barksdale AFB Class C Surface Area. The Barksdale AFB rectangular pattern will remain open and runway operations will proceed as normal unless otherwise directed by the 2 OG/CC. Once escort operations have commenced, they will have priority over all other operations except emergency/Lifeguard Rescue 1 aircraft. It is critical that the escort not stop after leaving the secure area.

2.24.2. Base Defense Operations Center (BDOC) shall:

2.24.2.1. Provide the ATCT with approximately 30 minutes advance notification.

2.24.2.2. The ATCT will in turn relay this information to SHV RAPCON in order to prevent overflights below 2,500 ft. MSL.

2.24.3. BDOC or Escort Commander will: Alert the ATCT 10 minutes prior to any PNAF mission upload and/or download for overhead pattern closure as well as Class C Surface Area restriction for transitioning civilian over flights.

2.24.3.1. Serve as the coordination link between the Escort Commander and the ATCT in the case of a lost radio communication situation. In the case of lost radio comm., procedures will be:

2.24.3.1.1. The Escort Commander will relay any required transmissions to BDOC. BDOC in turn will contact the ATCT via landline and relay any appropriate instructions and requests.

2.24.3.1.2. Verification of runway crossings will be relayed via the Secondary Crash Net to the maximum extent possible.

2.24.3.1.3. Confirmation of termination for the escort will be relayed to the ATCT via landline.

2.24.3.1.4. Telephone will be the landline back up. Telephone monitoring is secondary to ATC duties, but will be accomplished to the maximum extent possible until runway crossing is complete.

2.24.3.2. The ATCT shall:

2.24.3.2.1. Suspend all runway operations, including restricted low approaches prior to the escort leaving the Munitions Storage Area (MSA), generation area or secure area.

2.24.3.2.2. Notify AMOPS that runway operations have been suspended and expected time runway operations will resume.

2.24.3.3. AMOPS must conduct a runway check before runway operations can be resumed.

2.24.3.4. Ensure that forward firing aircraft such as an A-10 avoid any taxiing movement that might cause the aircraft to turn in the direction of a PNAF aircraft to the maximum extent possible IAW AFI 91-101, *Air Force Nuclear Weapons Surety Program*.

2.24.3.5. Refer to all escort movements as "SPECIAL EXERCISE."

2.24.3.6. The following procedures will be followed in all generation operations:

2.24.3.6.1. BDOC will call the ATCT and request that ATCT monitor BDOC NET for Escort Commander.

2.24.3.6.2. Tower will establish radio contact with the Escort Commander who will inform Tower of the intended route.

2.24.3.6.3. During initial radio contact with ATCT, the Escort Commander will request preliminary crossing of all vehicles IAW AFI 13-213, *Airfield Driving,* and BAFBI 13-213, *Airfield Driving Instruction*.

2.24.3.6.4. Example Phraseology:

Escort Commander: (Approximately 10 minutes before roll) "BARKSDALE TOWER, MERCURY ONE REQUEST RUNWAY PRELIMINARY CROSSING ALPHA/BRAVO TAXIWAY."

ATCT: "MERCURY ONE, BARKSDALE TOWER, PRELIMINARY CROSSING ACKNOWLEDGED. HOLD SHORT OF RUNWAY."

2.24.3.7. After this initial radio contact, the ATCT will allow an aircraft on landing roll to continue, breakout all VFR or IFR traffic, suspend all engine runs along the escort route and ensure the route is completely sterilized.

2.24.3.7.1. As needed, ATCT will coordinate with AMOPS to ensure route is sterilized.

2.24.3.8. After positive radio contact is established with all agencies the Escort Commander will request (through BDOC) permission to roll from the 2 BW/CC.

2.24.3.9. After the 2 BW/CC grants permission and the route is sterilized, the ATCT will approve escort runway crossing. Escort Commanders must wait for ATCT approval for runway crossing prior to leaving the restricted area or Weapons Storage Area.

2.24.3.9.1. Example Phraseology:

Escort Commander (after Wing CC approves escort): "BARKSDALE TOWER, MERCURY ONE (PLUS # OF VEHICLES ESCORTED) REQUEST FINAL CROSSING ALPHA/BRAVO TAXIWAY."

If tower is still awaiting route sterilization: ATCT: "MERCURY ONE, BARKSDALE TOWER, STANDBY FOR TRAFFIC PATTERN AND ROUTE STERILIZATION. HOLD SHORT OF RUNWAY."

(Traffic pattern and escort route sterilization should be a priority and happen as expeditiously as possible.)

If route is verified sterilized: ATCT: "MERCURY ONE, CROSS RUNWAY 15/33 AT ALPHA/ BRAVO, REPORT WHEN OFF."

2.24.3.10. The Escort Commander will report all vehicles are off runway after crossing is complete. In addition, the Escort Commander or BDOC must again notify the ATCT immediately upon termination of escort operations (or when inside the secure area). Upon completion of a runway check by AMOPS, the ATCT will in turn resume normal runway operations.

2.24.3.10.1. Example Phraseology:

Escort Commander: "BARKSDALE TOWER, MERCURY ONE (PLUS # OF VEHICLES ESCORTED) ARE OFF THE RUNWAY."

ATCT: "MERCURY ONE, ROGER. REMAIN OFF RUNWAY." (Tower may authorize straight-in full stop landings or IFR "runway heading" departures only).

Escort Commander or BDOC (after inside the Weapons Storage Area or secure area): "BARKSDALE TOWER, MERCURY ONE IS INSIDE THE SECURE AREA." (Tower may

resume normal operations to include VFR rectangular and overhead pattern)

2.24.4. Alert Force Launch and Exercise Procedures. All exercises are for the purpose of testing launch procedures for alert force aircraft. Exercise procedures will be identical to those used for actual launch. All exercises must be pre-coordinated with the AOF/CC in accordance with AFI 13-204v3.

2.24.4.1. The Klaxon will be activated only for aircraft engine start, except for routine/scheduled Klaxon checks, exercises, or when National Airborne Operations Center (NAOC) is on station.

2.24.4.2. The ATCT will:

2.24.4.2.1. Maintain unclassified checklists to ensure the appropriate priority and procedure are followed.

2.24.4.2.2. Notify Fire Department, AMOPS and SHV RAPCON of the alert/exercise and termination.

2.24.4.2.3. Restrict ground traffic in the movement area to ensure it does not interfere with the Alert Force.

2.24.4.2.4. Immediately restrict all landings and transmit on all Barksdale AFB frequencies that a "SPECIAL EXERCISE" is in progress and to expect a 15-minute delay.

2.24.4.2.4.1. Phraseology: "ATTENTION ALL AIRCRAFT IN THE BARKSDALE AREA, THIS IS BARKSDALE TOWER. A SPECIAL EXERCISE IS IN PROGRESS. ALL AIRBORNE AIRCRAFT EXPECT 15 MINUTE DELAY."

2.24.4.2.5. Advise 2 BW/CP when opening the runway is required for in-flight emergencies, aeromedical airlift aircraft requesting priority, or other priority aircraft listed in FAA JO 7110.65 while an alert force launch is in progress.

2.24.4.2.6. 2 BW/CP will advise the ATCT when normal operations may be resumed. A runway check is not required by AMOPS to resume normal operations after alert aircraft departures.

2.24.4.2.6.1. Tower will transmit "ATTENTION ALL AIRCRAFT IN THE BARKSDALE AREA, THIS IS BARKSDALE TOWER. RESUME NORMAL AIRPORT OPERATIONS."

2.24.4.3. The 2 BW/CP will:

2.24.4.3.1. During alert force exercises, advise the 2 BW/CC of in-flight emergencies, aeromedical airlift aircraft or other priority aircraft requesting permission to reopen the runway and advise the ATCT of the decision.

2.24.4.3.2. Notify the ATCT and AMOPS of all Klaxon-out alerts and the type of alert as soon as possible to ensure effective coordination between ATC facilities.

2.24.4.3.3. Notify the ATCT and AMOPS when the alert exercise is terminated.

2.24.4.4. Nicknames:

2.24.4.4.1. Bust Out - to alert appropriate agencies of the launch of the alert force.

2.24.4.4.2. Giant Lance - to alert appropriate agencies of the launch of a portion of the alert force.

2.24.4.4.3. Buggy Ride - to alert appropriate agencies of the launch of a portion of the alert force.

2.24.4.5. Split Launch bombers in the alert area will depart on Runway 15; other bombers will depart on runway 33.

2.24.4.6. Bomber Alert Taxi Training (Alert Taxi Exercise). Bomber alert taxi training will be conducted from bombers parked in centralized locations and will be scheduled during periods of low ramp traffic.

2.24.4.7. "ALERT Taxi Exercise" authorization issued by the ATCT allows the aircraft to start engines using cartridges and taxi to the active runway. The aircraft commander will notify ground control of "ALERT Taxi Exercise" intentions. At this time, normal ATC procedures apply.

Chapter 3

FLYING AREAS.

3.1. Local Flying Area/Designation of Airspace.

3.1.1. The Barksdale AFB local flying area is bounded by:

3.1.1.1. Quitman VHF Omni-directional Range/Distance Measuring Equipment (VOR/DME) 050ºR to the Texarkana VHF Omni-directional Range Tactical Air Navigation (VORTAC).

3.1.1.2. Texarkana VORTAC 122ºR to the El Dorado VORTAC.

3.1.1.3. El Dorado VORTAC 136ºR to the Monroe VORTAC.

3.1.1.4. Monroe VORTAC 238ºR to the Lufkin VORTAC.

3.1.1.5. Lufkin VORTAC 285ºR to Oakwood, Texas and direct Quitman VORTAC.

3.1.2. Local No Fly/Avoidance Areas.

3.1.2.1. Aircraft shall not overfly the Alert Aircraft Parking Area (AAPA) IAW DoD Directive 5210.41.

3.1.2.2. Aircraft shall not fly VFR below 3,000 ft. MSL over the following areas, unless safety of flight dictates otherwise:

3.1.2.2.1. Shreveport or Bossier City.

3.1.2.2.2. Veteran's Hospital.

3.1.2.2.3. Red River Army Depot (18 NM West of Texarkana Municipal Airport).

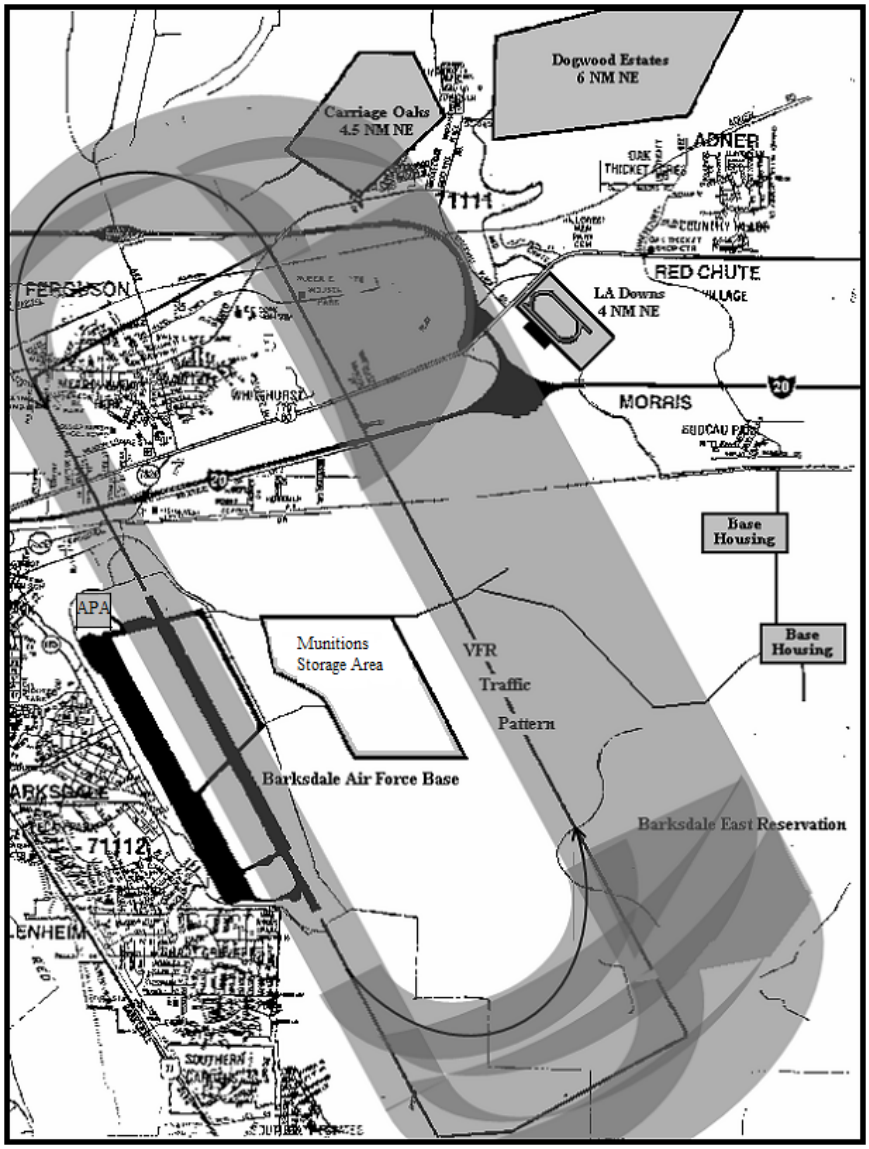
3.1.3. Aircraft should avoid overflying the following areas while operating in the VFR traffic pattern:

3.1.3.1. The neighborhoods of Dogwood Park, Carriage Oaks and Brookhaven Estates.

3.1.3.2. Louisiana Downs Racetrack.

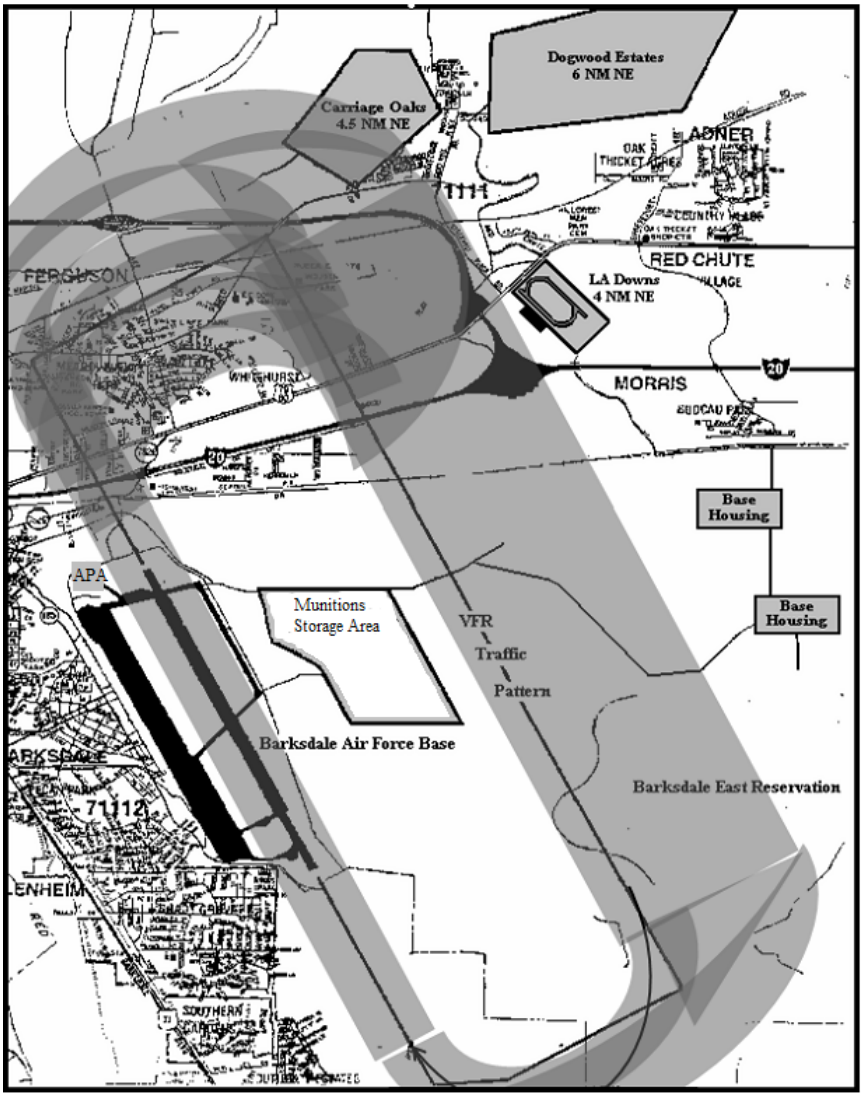
3.1.4. The VFR rectangular pattern for heavy aircraft (Figures 3.1 and 3.2) should be flown with a 2-mile displacement east of the runway. Plan to roll out on final at approximately 2 miles from the approach end threshold at 500 ft. to 600 ft. AGL.

Figure 3.1. Standard Runway 33 VFR Traffic Pattern and Local Avoidance Areas.



NOTE: Shaded area represents normal VFR traffic pattern footprint for all local aircraft. Solid oval represents normal heavy-type aircraft no-wind VFR Traffic Pattern at light gross weights.

Figure 3.2. Standard Runway 15 VFR Traffic Pattern and Local Avoidance Areas.

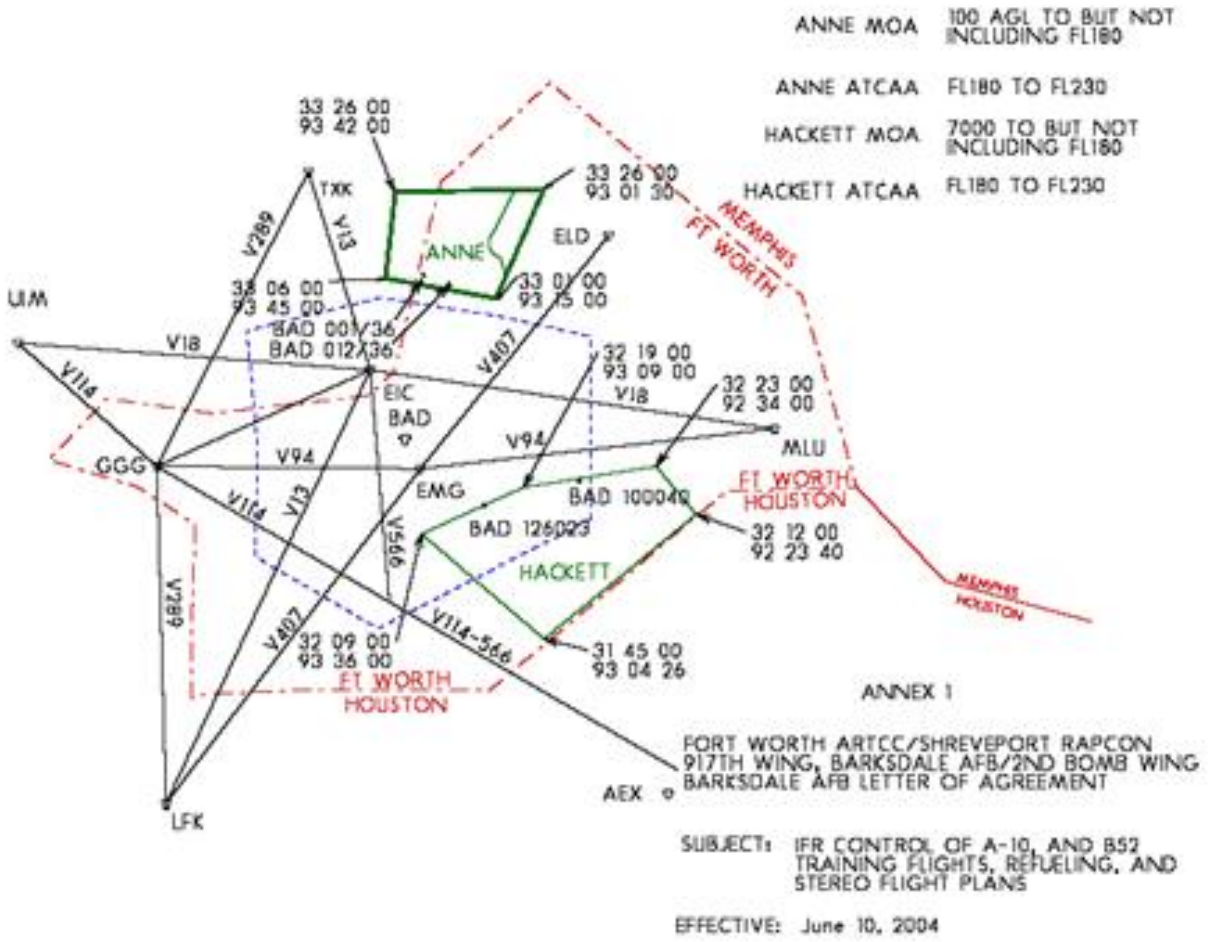


NOTE: Shaded area represents normal VFR traffic pattern footprint for all local aircraft. Solid oval represents normal heavy-type aircraft no-wind VFR Traffic Pattern at light gross weights.

3.2. Military Operations Areas (MOAs).

3.2.1. For MOAs not owned or controlled by Barksdale AFB agencies, units shall coordinate with the appropriate controlling agency.

Figure 3.3. Local Military Operations Areas (MOAs).



3.3. Use of Shreveport Regional Airport. To relieve traffic pattern congestion at Barksdale AFB, aircrews may utilize Shreveport Regional Airport between the hours of 0800L and 2200L IAW AFI 11-2B-52 V3, *B-52 Operations Procedures,* BAFB SUP1/307 WG SUP1, *Operations Procedures*.

Chapter 4

VFR PROCEDURES.

4.1. VFR Weather Minimums.

4.1.1. Conventional/Rectangular/Heavy Jet Traffic Pattern (Fig. 3.1) altitude is 1,200 ft MSL.

4.1.2. Ceiling must be 1,700 ft. MSL (1,500 ft. AGL) or greater with at least 3 miles visibility.

4.1.3. Helicopter pattern altitude is 700 ft. MSL if entering from the east of the runway and 1,000 ft. MSL if entering from the west.

4.1.4. Execute right turns for Runway 33 and left turns for Runway 15. Exception: Helicopters operating on the west side shall execute right turns for Runway 15 and left turns for Runway 33.

4.2. VFR Traffic Patterns.

4.2.1. B-52 VFR Pattern (2 BW and 307 BW aircraft): See Figure 4.1.

4.2.1.1. If inside downwind spacing is insufficient, Tower shall direct and/or pilots may request to make a 180º turn followed by another 180º turn to then follow the VFR traffic.

4.2.1.2. Pilots may be requested to fly a 360º turn when there is no other conflicting VFR traffic. This may be used to follow IFR traffic on final approach in order to expedite departures or for sequencing matters.

4.2.1.3. Tower may utilize other methods to provide sequencing at their discretion. Pilots must maintain vigilance at all times while operating in the VFR traffic pattern.

Figure 4.1. VFR Conventional, Rectangular and Heavy Jet Traffic Pattern.

4.2.2. VFR Overhead Pattern (Fig 4.2). This is a VFR pattern and pilots must "see and avoid" and may adjust their ground track as necessary to maintain safety. Pilots shall fly IAW the following guidance:

4.2.2.1. Ceiling must be 2,200 ft. MSL (2,000 ft. AGL) or greater with at least 3 miles visibility.

4.2.2.2. Pattern altitude is 1,700 ft. MSL for fighter type aircraft and small jet trainers.

4.2.2.2.1. Pattern altitude is 1,200 ft. MSL for heavy and cargo aircraft.

4.2.2.3. Pilots shall report a 5 mile initial.

4.2.2.4. North/South Point Entry to Initial: IAW para 4.2.7.3. Figure 4.2

4.2.2.5. Initial From Outside Downwind: IAW para 4.2.7.4.

4.2.2.6. Execute right turns for Runway 33 and left turns for Runway 15.

4.2.2.7. Say intentions when reporting initial (i.e. low approach, full stop, etc.).

4.2.2.8. Break within the first 2,500 ft. of the runway's approach end unless ATC extends, or the pilot requests and is approved by the ATCT to do otherwise.

4.2.2.9. Tactical Initial: Altitude – 1,700 ft. MSL, fighter type aircraft may fly a tactical initial provided the wingman is spread no farther west than the hangars on the west side of the main aircraft parking ramp.

4.2.3. Fighter Re-Entry via Outside Downwind: Locally assigned fighter aircraft may fly the outside downwind track by stating "Re-Enter for Initial/Straight-in" following an approach or initial take-off. The following procedures apply:

4.2.3.1. Pilots shall state their intention to re-enter prior to the departure end.

4.2.3.2. ATCT shall clear the aircraft/flight to re-enter.

4.2.3.3. At the departure end, pilots shall execute a climbing turn to 050º and 1,700 ft. MSL and intercept the outside downwind track.

4.2.3.4. Aircraft shall remain within a 5 NM radius of the airport's geographical center unless the pilot requests and ATC authorizes the pilot to exceed the 5 NM limit.

4.2.3.5. Re-Entry for a Straight-In: Pilots desiring a straight-in shall restate their request for a straight-in once established on the downwind. ATCT approval for the straight-in shall be given by "STRAIGHT-IN APPROVED", followed by a reporting point (i.e. report 3 mile final, report base). Pilots should descend to 1,200 ft. MSL when turning to base and proceed to a 3 to 5-mile final.

4.2.3.6. Re-Entry for Initial: Pilots shall fly via the outside downwind, proceed to and report a 3 mile initial.

4.2.4. Simulated Flameout Approaches (SFOs). SFO procedures are not authorized at Barksdale AFB.

4.2.5. Radio Communication: Pilots shall state their intentions for completing the approach (i.e. full stop, low approach, one up one down, back to radar, etc.) when reporting initial, gear down, and when requesting closed and re-entry.

4.2.6. Fighter VFR Breakout Procedures: Fighter type aircraft should breakout of the VFR pattern IAW the following:

4.2.6.1. Outside 5 mile final, the ATCT may instruct an aircraft to breakout. The pilot may request to breakout at any time outside 5 mile final.

4.2.6.2. Pilots shall advise ATCT they are "BREAKING OUT" and shall execute a climbing turn, left /right depending on the runway in use, direct to Flag Lake, maintaining 2,200 ft. MSL.

4.2.6.3. Pilots shall report reaching Flag Lake and request further instructions. If the ATCT directs the pilot to re-enter downwind the pilot shall begin descending to 1,700 ft. MSL en-route to join at the midfield downwind. Pilots shall reenter downwind at a 45º angle, abeam midfield.

4.2.6.4. Traffic permitting, pilots may request to report short initial in lieu of proceeding to Flag Lake. ATCT shall approve or deny any such request based on other traffic considerations.

4.2.7. Fighter VFR Pattern Recovery/Entry Points (Fig 4.2). Fighter-type aircraft may recover VFR to initial only (no straight-ins) via the VFR recovery points: North Point (Runway 15) or South Point (Runway 33). This option is available when SHV RAPCON is unable to clear the flight direct to initial due to radar pattern saturation or when the pilots expect sequencing delays. Pilots shall use these entry points IAW the following guidance:

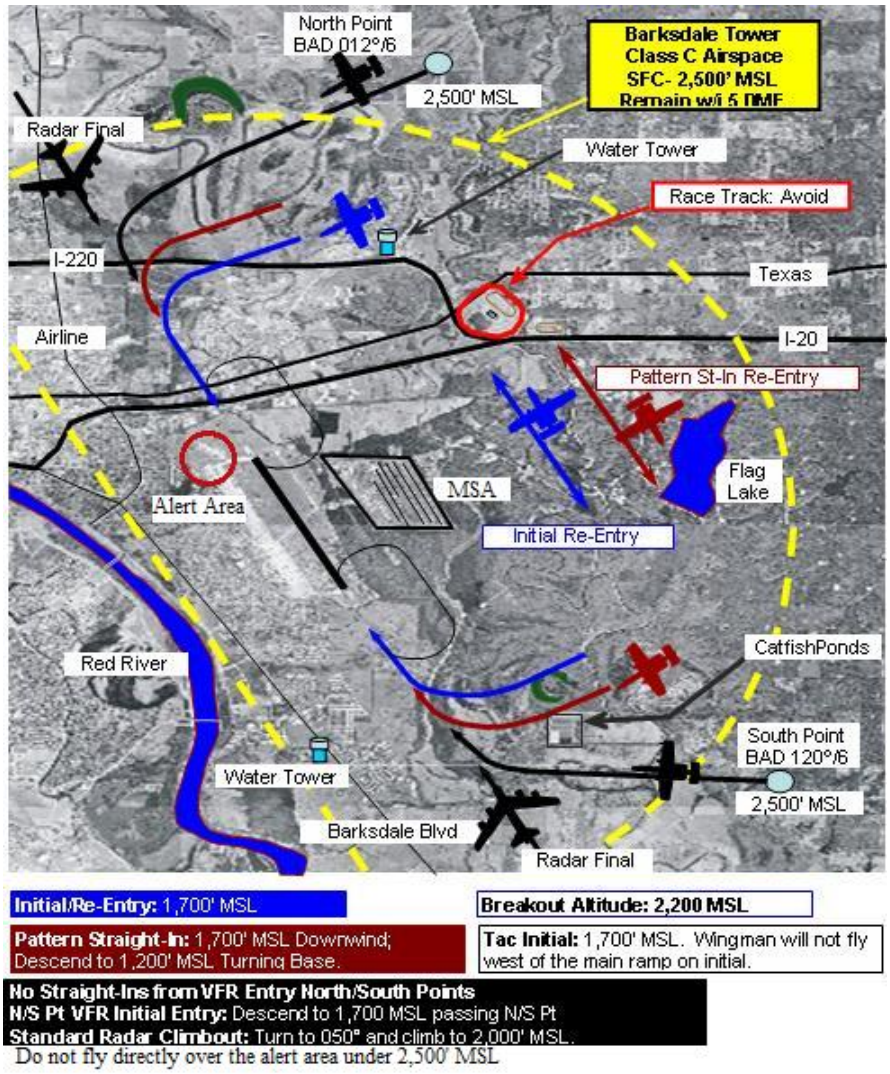
4.2.7.1. Barksdale AFB weather must report a ceiling of 2,800 ft. or greater and visibility of 3 miles or greater.

4.2.7.2. Pilots shall fly over the appropriate entry point at 2,500 ft. MSL then descend to 1,700 ft. MSL and fly direct to a 3 to 4 mile initial.

4.2.7.3. Pilots must use extreme caution to "see and avoid" other aircraft, particularly those on an instrument approach and those on the outside downwind or 90º to initial. Aircraft entering from North/South point have the right of way over aircraft already established on outside downwind or 90º to initial.

4.2.7.4. Aircraft on outside downwind or 90º to initial shall yield to and breakout as necessary to de-conflict from North/South Point entry leg aircraft

Figure 4.2. VFR Overhead Traffic Pattern.



4.3. Special Procedures.

4.3.1. NAVAID Flight Check (FC).

4.3.1.1. Aircraft engaged in FC of NAVAIDs shall receive priority IAW FAA JO 7110.65.

4.3.1.2. The AOF/CC shall coordinate with appropriate facilities as soon as information of a scheduled FC is received from the FAA. FC operations often require special participation of ground personnel, specific communications, RADAR operation capabilities and opposite direction approaches.

4.3.1.3. When a FC is in progress, the ATCT shall:

4.3.1.3.1. Transmit on the ATIS: "FLIGHT CHECK IN PROGRESS AND MAY BE OPERATING OPPOSITE DIRECTION TO NORMAL TRAFFIC."

4.3.1.3.2. Typically the FC aircraft will inform the ATCT of degradations of NAVAID services during the flight check and/or immediately after. Upon receipt of

this information, the ATCT shall notify SHV RAPCON and AMOPS if any NAVAIDS have degraded services.

4.3.1.3.3. Notify the Tower Chief Controller (CCTLR) and AOF/CC when the FC aircraft is inbound and when the FC is complete.

4.3.2. Protection of the VFR Overhead Traffic Pattern (All Aircraft).

4.3.2.1. When ceiling and visibility permits VFR overhead pattern operations, all departing aircraft, including those on initial take-off and those executing the departure phase of a missed approach, low approach, touch-and-go, or stop-and-go, shall maintain at or below 1,200 ft. MSL until reaching the departure end of the runway unless ATCT directs otherwise.

4.3.2.2. ATCT shall instruct departing transient aircraft to "maintain at or below one thousand two hundred feet until departure end."

4.4. Reduced Same Runway Separation (RSRS) Procedures.

4.4.1. AFI 11-202v3_AFGSC SUP, *General Flight Rules* and supplemental guidance from HQ AF Flight Standards Agency (AFFSA) authorizes the following RSRS procedures that the ATCT shall apply to locally assigned aircraft:

4.4.2. Pilots may refuse RSRS at any time and should notify the ATCT of their refusal as soon as possible or upon initial contact.

4.4.3. Controllers may refuse RSRS at any time for safety of flight.

4.4.4. RSRS criteria are based on aircraft characteristics, aircrew training requirements and controller approval to ensure application of established separation.

4.4.5. All aircraft must maintain at least 500 ft. lateral or vertical separation when over flying aircraft on the runway. Responsibility for separation rests with the pilot.

4.4.6. Table 4.1 and Table 4.2 criteria apply when the ceiling and visibility are reported greater than basic VFR minima.

Table 4.1. RSRS for Similar Fighter Type Aircraft.

RSRS for Similar Fighter Type Aircraft is considered same airframe, i.e. A-10 to A-10, etc.		**Lead Aircraft**		
		Full Stop	**Touch & Go**	**Low Approach**
Trail Aircraft	**Full Stop**	3,000 ft. or 6,000 ft. behind a formation landing*	3,000 ft.	3,000 ft.
	Touch & Go	6,000 ft. if Day, VFR, Dry*	3,000 ft.	3,000 ft.
	Low Approach	3,000 ft.	6,000 ft.	3,000 ft.
6,000 ft. is the minimum spacing for all similar night operations if ATC can safely determine distance; otherwise standard FAA JO 7110.65 separation standards shall apply.				

6,000 ft. is the minimum spacing for all similar operations on a wet runway.

Low Approach (LA) or Touch & Go (TG) behind Full Stop (FS): For all situations involving LA or TG behind FS, aircraft shall not overfly aircraft on the runway. Responsibility for ensuring compliance rests with the pilot.

RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

* As pertaining to RSRS, formation landing indicates that aircraft are landing side by side.

Table 4.2. RSRS for Dissimilar Fighter Type Aircraft.

RSRS for Similar Fighter Type Aircraft is considered any mix of difference airframes, i.e. F-15 to F-16, etc.		**Lead Aircraft**		
		Full Stop	**Touch & Go**	**Low Approach**
Trail Aircraft	**Full Stop**	6,000 ft. or 8,000 ft. behind a formation landing*	6,000 ft.	6,000 ft.
	Touch & Go	6,000 ft. if Day, VFR, Dry*	6,000 ft.	6,000 ft.
	Low Approach	6,000 ft.	6,000 ft.	6,000 ft.

8,000 ft. is the minimum spacing for all dissimilar night operations if ATC can safely determine the distances; otherwise standard FAA JO 7110.65 separation standards shall apply.

6,000 ft. is the minimum spacing for all dissimilar operations on a wet runway.

Low Approach (LA) or Touch & Go (TG) behind Full Stop (FS): For all situations involving LA or TG behind FS, aircraft shall not overfly aircraft on the runway. Responsibility for ensuring compliance rests with the pilot.

RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

* As pertaining to RSRS, formation landing indicates that aircraft are landing side by side.

4.4.7. Local fighter aircraft specified in paragraph 1.1., may conduct a full stop or low approach landing behind a local B-52 full stop prior to the B-52 clearing the runway IAW the following:

4.4.7.1. No more than two arriving aircraft shall be on the runway at the same time.

NOTE: Formation flights are controlled as a single aircraft IAW FAA JO 7110.65.

4.4.7.2. At least 8,000 ft. of separation shall exist at the time the approaching aircraft crosses the runway threshold.

4.4.8. RSRS is not authorized between two heavy aircraft.

4.4.9. RSRS does not apply:

4.4.9.1. To emergency aircraft.

4.4.9.2. To any aircraft cleared for the option.

4.4.9.3. When RCR is less than 12 or braking action is reported less than fair.

Chapter 5

IFR PROCEDURES

5.1. Radar Traffic Patterns.

5.1.1. B-52 IFR Local Flights-There is limited instrument and transition training available during low weather IFR conditions in RAPCON's airspace. 2 BW aircraft must have 2 OG/CC approval to conduct multiple approaches when the ceiling is less than 500 ft. AGL and/or 1 mile visibility or less. It is the pilot's responsibility to secure authorization at the appropriate level prior to requesting multiple approaches under such conditions.

5.1.2. Tenant Unit SOF's may limit operations of their respective unit's aircraft at any time.

5.1.3. Local IFR flights must remain inside SHV RAPCON's airspace (approximately 30 NM radius of Barksdale AFB, at or below 12,000 ft. MSL).

5.1.4. Pilots requesting pattern work prior to departing the local area may file an IFR local on the flight plan with a delayed proposed enroute IFR departure time.

5.2. Availability/Restrictions of Surveillance and Precision Approaches.

5.2.1. Airport Surveillance Radar (ASR). ASR is available through SHV RAPCON without limitations. Precision approach radar is not available at Barksdale AFB.

5.2.2. B-52 IFR Local Flights Outside of RAPCON Airspace. IFR local flights extending outside of SHV RAPCON airspace must be cleared through the Air Route Traffic Control Center (ARTCC). If required, include an alternate airport.

5.2.3. Arrivals (All Aircraft). Upon initial contact, all arriving aircraft shall inform SHV RAPCON of the ATIS code and intentions, including type of approach and landing.

5.2.4. IFR Arrivals: Expect the ILS to the active runway as the primary approach.

5.2.5. VFR Arrivals: Should contact SHV RAPCON prior to 25 NM from Barksdale AFB and maintain 2,500 ft. MSL.

5.3. Local Departure Procedures.

5.3.1. IFR Departures (All aircraft):

5.3.1.1. The standard IFR departure for aircraft departing Barksdale AFB is: "FLY RUNWAY HEADING, CLIMB AND MAINTAIN 2,000 ft. MSL."

5.3.1.2. B-52 formation departures shall be issued a block altitude from ATC. B-52 pilots may request a higher altitude for departure from the ATCT.

5.3.2. Clearance Delivery Procedures.

5.3.2.1. IFR: Pilots shall request clearance from ground control prior to taxi.

5.3.2.2. VFR: Pilots shall request a squawk from ground control prior to taxi.

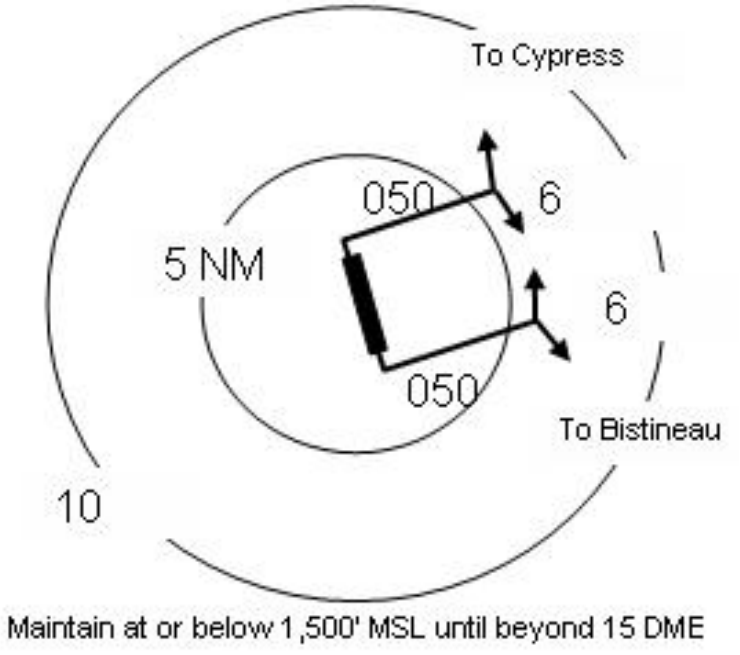
5.3.3. VFR Fighter Departures

5.3.3.1. There are two coded fighter-type VFR departure routes.

5.3.3.2. Pilots shall requests clearance with the ATCT.

5.3.3.3. On departure, turn within 2 NM of runway departure end to 050º heading, maintain at or below 1,500 ft. MSL. Do not exceed 1,200 ft. MSL until past the departure end. At 6 miles, turn on course and proceed IAW Cypress/Bistineau routing and maintain VFR at or below 1,500 ft. MSL until coordinated otherwise with RAPCON. See Figure 5.1.

Figure 5.1. Cypress/Bistineau Departure Routes.



5.4. Revised Visibility Minima With Approach Lights Out or Runway Markings Obscured. Visibility minima for instrument approaches are based on operational approach lights and instrument runway markings. Therefore, visibility minima will increase if the approach lights are inoperative or runway markings are obscured.

5.4.1. The ATCT will:

5.4.1.1. Advise aircraft on tower frequencies of approach light outages.

5.4.1.2. Notify the following agencies as soon as possible:

5.4.1.2.1. FAA SHV RAPCON.

5.4.1.2.2. AMOPS for appropriate NOTAM action.

5.4.1.2.3. CCTLR or the AOF/CC.

5.4.1.3. Update the ATIS Broadcast to:

5.4.1.3.1. Advise of approach light outage.

5.4.1.4. Respond to any aircrew request for revised visibility minima to the maximum extent possible. Minima are listed in the FLIPs.

5.4.2. If advised that the approach lights are out, AMOPS will:

5.4.2.1. Publish a NOTAM reflecting approach light outage(s).

5.4.2.2. Notify airfield lighting personnel.

5.4.2.3. Notify TERPS of outage.

5.4.3. When approach lights return to service:

5.4.3.1. AMOPS will accomplish the appropriate NOTAM action and perform appropriate local checklist notification procedures.

5.4.3.2. The ATCT will:

5.4.3.2.1. Update the ATIS broadcast.

5.4.3.2.2. Advise aircraft previously alerted of the approach light outage that the lights are operational.

Chapter 6

EMERGENCY PROCEDURES

6.1. Operation of the Primary Crash Alarm System and Secondary Crash Net.

6.1.1. Primary Crash Alarm System (PCAS) Checks: ATCT shall check the Primary Crash Phone between 0715-0730L Monday-Friday and between 0800-0815L Saturday-Sunday and, as needed, on holidays when the airfield is open.

6.1.1.1. Personnel receiving information on the PCAS shall acknowledge receipt by stating their initials.

6.1.2. Activation of the Secondary Crash Net (SCN). AMOPS shall activate the SCN immediately following activation of the PCAS or as soon as practical. The Alternate SCN shall be tested the first Monday of each month after the SCN check. Other than for testing purposes, the SCN will be activated only to relay emergency situations that are critical to the safety and security of airfield/flight operations IAW AFI 13-204V3.

6.2. Emergency Response Procedures.

6.2.1. Activation of the PCAS. ATCT shall activate the PCAS for the following:

6.2.1.1. Aircraft Emergencies or Mishaps on or off base.

6.2.1.2. Simulated aircraft emergencies/mishaps on or off base. For simulated accidents, ATCT shall precede and conclude transmission with "EXERCISE, EXERCISE, EXERCISE."

6.2.1.3. Hijack/theft alerts.

6.2.1.4. Hot Brakes.

6.2.1.5. NORDO Arrivals.

6.2.1.6. Jettisoning of external stores.

6.2.1.7. Aircraft bomb threats.

6.2.1.8. Unauthorized aircraft landings.

6.2.1.9. Major fuel spills (in excess of 50 square ft. or that of a continuous nature).

6.2.1.10. ATCT evacuations.

6.2.1.11. When deemed necessary by the ATCT WS or the 2 BW/SOF.

6.2.2. Notifications from the 2 BW/CP. 2 BW/CP notifications to the ATCT of a pending in-flight emergency is not an emergency declaration. The ATCT shall not activate the PCAS unless the 2 BW/CP specifies they are declaring an emergency for the pilot.

6.2.3. PCAS Out of Service Procedures. In the event that the PCAS is out of service, the ATCT shall relay emergency information to AMOPS who, in turn, shall activate the SCN.

6.2.4. Emergency Information Received by Agencies other than the ATCT. Any base agency receiving information of an emergency aircraft condition or crash will obtain as much

information as possible and relay it to the Command Post, Fire Department, Airfield Management or Security Forces, as appropriate.

6.2.5. Emergency situations may be declared by:

6.2.5.1. The pilot.

6.2.5.2. The ATCT WS.

6.2.5.3. The respective WG/CC, OG/CC, SQ/CC, or their designated representatives, including the SOF or 2 BW/CP. Individuals who declare the emergency shall notify the ATCT so the PCAS can be activated.

6.2.6. On Scene Officials. The Senior Fire Protection Official is in charge at the scene of an emergency until relieved by the On-Scene Commander. The On-Scene Commander is the 2 MSG/CC or designated representative and shall comply with all duties outlined in the *Barksdale Comprehensive Emergency Plan 10-2*.

6.2.7. Prior to the emergency, the ATCT shall:

6.2.7.1. Attempt to obtain the following information for transmission over the PCAS.

6.2.7.1.1. Aircraft identification and type.

6.2.7.1.2. Nature of emergency.

6.2.7.1.3. Pilot's intentions.

6.2.7.1.4. Fuel remaining (in time).

6.2.7.1.5. Number of personnel on board.

6.2.7.1.6. Estimated landing time.

6.2.7.1.7. Hazardous cargo.

6.2.7.1.8. Any additional pertinent information.

6.2.7.2. Access to emergency aircraft for support vehicles is provided in accordance with BAFBI 13-213.

6.2.7.2.1. The ATCT WS shall suspend taxi operations upon initial PCAS activation in order to ensure Aircraft Rescue and Fire Fighting personnel have immediate and unrestricted access to the runway.

6.2.7.2.2. Once rescue personnel are in position, the ATCT WS may resume normal taxi operations.

6.2.8. Activate The PCAS. For arriving aircraft emergencies, activate the PCAS when the aircraft has 25 miles to fly unless otherwise directed by the ATCT WS. If an emergency is declared with less than 25 miles to fly, the PCAS shall be activated immediately.

6.2.8.1. When the emergency aircraft is the next aircraft to land, notify:

6.2.8.1.1. Senior Fire Representative.

6.2.8.1.2. 2 BW SOF who in turn shall notify the 2 OG/CC (CHARLIE), and/or designated representative.

6.2.9. Initial Responders. Fire Department and AMOPS are designated as the primary initial responders to all aircraft emergencies. All responders shall request approval prior to accessing the runway.

6.2.9.1. Following an emergency affecting runway operations, AMOPS shall conduct a runway check.

6.2.9.2. SOF has authority to waive runway sweep following an emergency affecting the runway.

6.2.9.3. Normally, ATCT will suspend all operations, to include departures and vehicle crossings when the emergency aircraft reaches a point no closer than 10 flying miles.

6.2.10. Termination of Emergencies.

6.2.10.1. The Senior Fire Protection Official shall terminate an emergency when the area is safe and secure and shall notify the ATCT of the emergency termination time as soon as possible.

6.2.10.2. Only the Senior Fire Protection Official may terminate an emergency.

6.2.10.3. The pilot should relay any emergency conditions and/or recommendations to the On-Scene Commander (2 MSG/CC or designated representative) who will in-turn relay information to the Senior Fire Protection Official.

6.2.10.4. The ATCT shall relay the termination time to AMOPS for further dissemination.

6.2.10.5. AM is the approval authority for resuming runway operations.

6.3. External Stores Jettison Area Procedures.

6.3.1. Pilots shall notify the appropriate ATC agency prior to jettison.

6.3.2. ATC should be able to provide the following assistance to aircraft:

6.3.2.1. A description of the jettison area, including radial/DME.

6.3.2.2. IFR monitoring during Instrument Meteorological Conditions (IMC).

6.3.2.3. Instructions or clearance to and from the area.

6.3.3. The IFR/VFR external stores/weapons jettison area is located off the Barksdale AFB TACAN on the 116ºR/2.4 DME and is 1.6 NM east of approach Runway 33 (See Figure 6.1). Altitude and airspeed shall be maintained IAW existing guidance and Technical Orders (TOs).

6.3.4. AMOPS shall activate the SCN and notify the 2 SFS of the estimated time of the intended jettison.

6.3.4.1. Time and conditions permitting, the SFS should attempt to evacuate and secure the area in order to prevent injury or loss of life.

6.4. Fuel Dumping.

6.4.1. Location. If necessary and/or authorized, the designated fuel dump area should be used. The designated fuel dump area is a left racetrack pattern on the BAD TACAN 097 radial between 30 and 45 DME, at 20,000 ft. MSL (FL200) or above. (See Figure 6.1.)

6.4.1.1. If circumstances prevent the aircraft from utilizing the designated fuel dump area, every effort should be made to dump away from urban areas, federal airways, agricultural regions, or water supply sources.

6.4.1.2. The fuel dump altitude of 20,000 ft. MSL (FL200) or above is established to take advantage of the fuel's volatility upon exposure to the atmosphere.

6.4.2. Environmental Pollution. National concern regarding environmental pollution dictates that fuel dumping be reduced to the minimum necessary for safe flight operations, and is only authorized under the following circumstances:

6.4.2.1. During an emergency in order to reduce the gross weight of the aircraft, pilots are authorized to dump fuel.

6.4.2.2. Operational requirements previously coordinated through the 2 OG/CC and 2 BW/CP.

6.4.3. Aircrew Responsibility: Aircrews shall record the following information when initiating fuel dumping operations and forward a copy of the information to 2 BW/CP and AMOPS:

6.4.3.1. Fuel jettison time.

6.4.3.2. Aircraft type.

6.4.3.3. Type of fuel.

6.4.3.4. Jettison latitude and longitude.

6.4.3.5. Altitude.

6.4.3.6. True airspeed.

6.4.3.7. Amount of fuel jettisoned (in pounds).

6.4.3.8. Reason for jettison (operational or emergency).

6.4.3.9. Outside ambient air temperature (in degrees Celsius).

6.4.3.10. Wind direction and velocity.

6.4.4. 2 BW/CP shall:

6.4.4.1. Notify the 2 CE Environmental Flight.

6.4.4.2. Maintain the report on file for 6 months.

6.4.5. AMOPS shall:

6.4.5.1. Record the information on the AF IMT 3616 for record and notify 2 BW/CP.

6.5. Hot Brake Area and Procedures (See Attachment 2).

6.5.1. Notification. When notified of an aircraft with hot brakes, the ATCT shall:

6.5.1.1. Activate the PCAS and direct the aircraft to the appropriate hammerhead. If landing Runway 15, Taxiway Delta shall be used. If landing Runway 33, Taxiway Alpha shall be used.

6.5.1.2. Direct other aircraft or vehicles via alternate routes to avoid passing within 300 ft. of the hot brakes aircraft.

6.5.2. Aircrew suspecting hot brakes shall:

6.5.2.1. Notify the ATCT and taxi to the nearest hammerhead remaining clear of other aircraft.

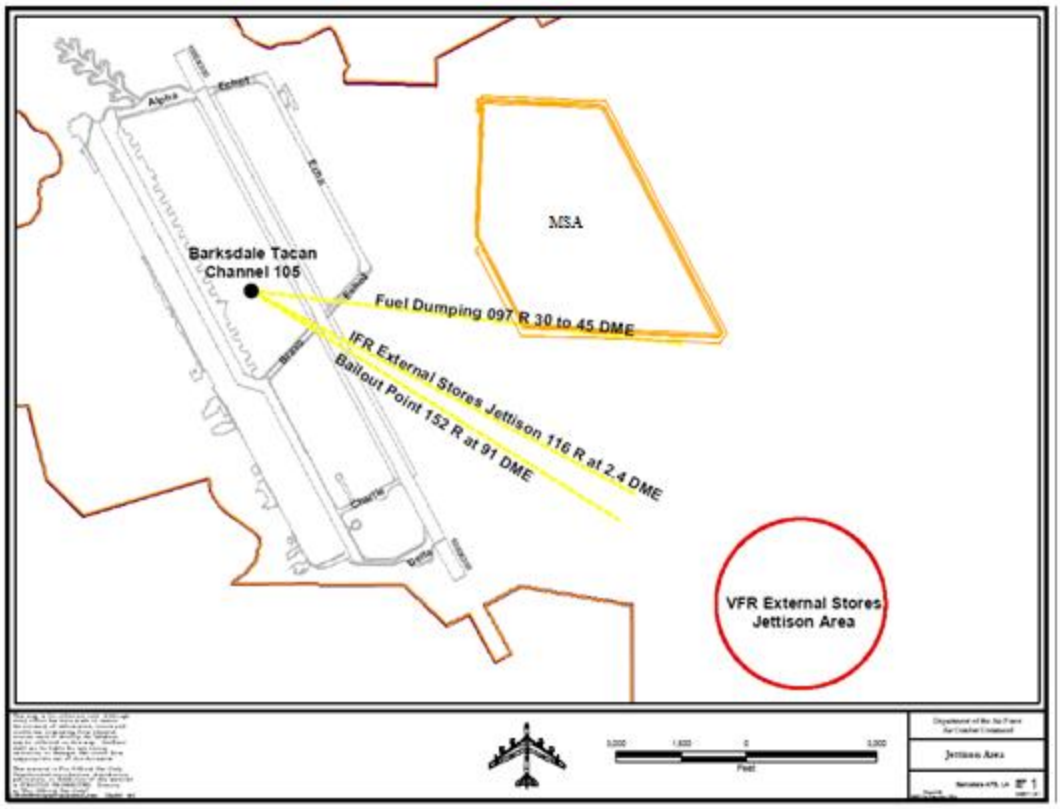
6.5.2.2. Provide brake application, speed and computed brake energy to the On-Scene Commander (2 MSG/CC or designated representative), to be passed to the Senior Fire Protection Official to assist in determining brake condition.

6.6. Abandonment of Aircraft.

6.6.1. Location: The controlled bailout area also known as abandonment of aircraft for all aircraft is the BAD TACAN 152ºR/091 DME fix on a 152º heading. If able, the aircraft should climb to at or above 500 ft. AGL. (See Figure 6.1).

6.6.1.1. Time permitting; pilots shall notify the appropriate ATC agency.

Figure 6.1. Emergency Jettison Areas.



6.7. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Procedures.

6.7.1. Operational Ground Testing. Operational ground testing of ELTs is authorized during the first 5 minutes of each hour. Testing is restricted to no more than three audio sweeps.

6.7.2. Receipt of an ELT. Upon detecting or receiving a report of an ELT signal on frequencies 243.0 or 121.5 the ATCT shall:

6.7.2.1. Obtain as much information as possible from the aircraft or personnel receiving the signal. Information should include, but is not limited to, time, location and the point of strongest signal and duration of signal.

6.7.2.2. Notify 2 BW/CP, AMOPS, and SHV RAPCON and relay all available information.

6.7.2.3. When advised by 2 BW/CP or any other reliable source that an emergency exists, activate the PCAS.

6.7.3. Airfield Management Responsibilities. Upon notification from the ATCT or reliable source that an ELT signal is being received, AMOPS shall:

6.7.3.1. Notify 2 BW/CP, Transient Alert and Maintenance Operations Center after normal duty hours, to initiate a search of the airport for signal source.

6.7.3.2. Determine from available information if an emergency is probable, and initiate rescue actions if appropriate.

6.7.3.3. Advise the ATCT if an emergency exists.

6.7.3.4. Monitor progress every half-hour until the signal source is located or the signal is terminated.

6.7.4. ELT Receipt after Normal Duty Hours. Upon receipt of information that an ELT is being received after normal duty hours TA, MOC, Aircrew Life Support or Life Support Office shall:

6.7.4.1. Dispatch personnel with signal detectors to attempt to locate the beacon.

6.7.4.2. Coordinate with 93 BS Life Support Office for their assistance in thoroughly checking all equipment.

6.7.4.3. Keep 2 BW/CP informed of the search status.

6.7.4.4. If discovered, inform 2 BW/CP and AMOPS of the location. If unable to locate the source of the ELT, notify 2 BW/CP for further guidance, inform AMOPS of progress.

6.8. Hung Ordnance Procedures: See AFMAN 91-201.

6.8.1. Hung Live/Unsafe Ordnance. All aircraft arriving with hung live or unsafe ordnance shall be considered an emergency. Aircraft shall be directed to fly a straight-in approach to the active runway unless requested otherwise by the pilot.

6.8.1.1. If recovering with hung live ordnance (MK-82, etc., vice training ordnance), a straight-in approach conducted to runway 33 is preferred.

6.8.1.2. Aircraft landing with hung weapons and/or unconfirmed hung weapons, will taxi to the appropriate location.

6.8.1.2.1. The primary location for Ground Weapons Check (GWC) is the North Hammerhead.

6.8.1.2.2. The secondary location is taxiway Bravo. Following visual confirmation that all ordnance is safe by GWC personnel, the aircraft will taxi to parking.

6.8.1.3. In the event that multiple aircraft return with hung ordnance, the priority locations for GWCs are: 1) Bravo Taxiway, 2) North Hammerhead, and 3) South Hammerhead.

6.8.1.3.1. The South Hammerhead will only be used if aircraft conducting GWC have not cleared Bravo Taxiway or the North Hammerhead.

6.8.1.4. Transient aircraft shall be directed to the appropriate de-arming area by the ATCT.

NOTE: Hung safe ordnance is not considered an emergency, unless declared so by the pilot, ATCT WS, or respective WG/CC, OG/CC, SQ/CC or their designated representative including the SOF or 2 BW/CP.

6.8.2. Unsafe Hung Gun.

6.8.2.1. An aircraft with an unsafe hung gun shall declare an emergency and fly a straight-in approach to the active runway.

6.8.2.2. The aircraft shall be directed to exit the runway on Taxiway Echo 2. If back taxi is required, the aircraft shall turn toward the east, away from the main ramp for safety purposes.

6.8.2.3. In the event Taxiway Echo 2 is unavailable, Taxiway Delta is the alternate location for an unsafe hung gun provided the aircraft turns to a heading of 120º. If back taxi is required, the aircraft shall turn toward the east, away from the main ramp for safety purposes.

6.8.2.4. On Taxiway Echo 2, park the aircraft on a 120º heading in the designated unsafe gun berm and follow responding maintenance and emergency crew instructions.

6.8.2.5. If MX personnel can make safe the hung gun, the aircraft may be instructed to taxi to park. If the hung gun cannot be deemed safe, the aircraft shall shut down engines and remain in its location.

6.8.2.6. The pilot or MOC will notify the ATCT and Senior Fire Protection Official as soon as the hung gun is deemed safe.

6.8.2.7. AMOPS shall:

6.8.2.7.1. Activate the SCN.

6.8.2.7.2. Coordinate an alternate unsafe hung gun parking area with 2 BW/SE. If Taxiways Echo 2 and Delta are closed, advise the ATCT of the alternate parking area for the aircraft. NOTE: AMOPS is responsible for any such coordination.

6.8.2.7.3. Conduct a runway check prior to resuming runway operations.

6.8.3. Flares.

6.8.3.1. Aircraft scheduled and configured for flare drop missions as well as aircraft with suspected “hung" flares shall execute a full stop landing only.

6.8.3.2. AMOPS shall perform a runway check after an aircraft lands with suspected hung flares. If flares are found:

6.8.3.2.1. Notify 2 CE Explosive Ordinance Disposal (EOD) immediately. After hours, notify EOD through 2 BW/CP.

6.8.3.2.2. Runway Operations shall be suspended until EOD removes the flares.

6.9. Evacuation of Airfield Operations (AO) Facilities.

6.9.1. Evacuation of ATCT.

6.9.1.1. Evacuate the ATCT when wind velocity reaches 90 knots, sustained or gusts, when a disaster is imminent which might cause damage to the ATCT or as directed by the ATCT WS. ATC personnel may return to the ATCT when the threat no longer exists.

6.9.1.1.1. The primary evacuation location for the ATCT is AMOPS.

6.9.1.1.2. The alternate evacuation location is the location deemed appropriate by the CCTLR or the ATCT WS. The ATCT shall notify AMOPS of their intended evacuation location.

6.9.1.2. When notified of an ATCT evacuation, aircraft in the local pattern shall be instructed to contact SHV RAPCON.

6.9.1.3. Aircraft on the ground shall contact 2 BW/CP (311.0 or 321.0), and provide callsign, type aircraft and position on the airfield.

6.9.1.3.1. The 2 OG/CC shall determine appropriate ground movements after establishing contact with aircraft via 2 BW/CP.

6.9.1.4. Circumstances permitting, the ATCT WS should ensure the following actions are accomplished:

6.9.1.4.1. Instruct all airborne aircraft under Barksdale ATCT control to contact SHV RAPCON.

6.9.1.4.2. Instruct all taxiing aircraft to hold their position and contact 2 BW/CP.

6.9.1.4.3. Activate the PCAS.

6.9.1.4.4. Make three transmissions on all frequencies, *"BARKSDALE TOWER IS BEING EVACUATED DUE TO (REASON). RESTORATION OF SERVICE IS UNKNOWN. CONTACT SHREVEPORT APPROACH CONTROL."*

6.9.1.4.5. The following phraseology will be broadcast on the ATIS, *"BARKSDALE TOWER IS EVACUATING DUE TO (REASON). ALL ARRIVING AIRCRAFT, CONTACT SHREVEPORT APPROACH ON 350.2 or 118.6. ALL TAXIING AIRCRAFT CONTACT COMMAND POST ON 311.0 or 321.0. RESTORATION OF SERVICE UNKNOWN."*

6.9.1.5. Notify SHV RAPCON of evacuation giving the callsign and position of known aircraft sent to their frequency.

6.9.1.6. Notify AMOPS of evacuation, if not already transmitted through the PCAS, for NOTAM action. AMOPS shall send a NOTAM closing the airfield.

6.9.1.7. Advise vehicles on the airfield of the evacuation, and instruct vehicles on the runway to exit immediately.

6.9.1.8. Set airfield lighting to the appropriate step IAW FAA JO 7110.65, as required prior to evacuation.

6.9.1.9. AMOPS shall:

6.9.1.9.1. Publish NOTAMs as appropriate.

6.9.1.9.2. Notify the AOF/CC and the 2 OSS/CC.

6.9.2. AMOPS Facility Evacuation Procedures.

6.9.2.1. Evacuate Integrated Operations Center (IOC) when a disaster is imminent which might cause damage to the IOC or as directed by the AOF/CC, Fire Department, Security Forces, or other competent authority. AMOPS personnel may return to the IOC when the threat no longer exists.

6.9.2.2. The primary evacuation location for AMOPS is the Warrior Center.

6.9.2.3. The alternate evacuation location for AMOPS is the ATCT.

6.9.2.4. Circumstances permitting, AMOPS should ensure the following actions are accomplished:

6.9.2.4.1. Secure all classified information.

6.9.2.4.2. Activate the SCN and pass the following message: "AM PERSONNEL ARE EVACUATING DUE TO (REASON). AM WILL CONTACT ALL AGENCIES VIA LANDLINE UPON ARRIVAL AT OUR RELOCATION SITE."

6.9.2.4.3. Notify the OSS/CC, AOF/CC, AFM, ATCT and 2 OSS/OSW prior to evacuation.

6.9.2.4.4. Ensure the building is secure if evacuating for reasons other than an immediate threat.

6.10. Other Emergency Procedures as Locally Determined.

6.10.1. Unlawful Seizure of Aircraft.

6.10.1.1. Base procedures are outlined in 2 BW IDP 31-10 Vol 2 Appendix 22 to Annex C. The ATCT responsibilities shall be performed IAW AFI 13-204 V3, but are not limited to, the following:

6.10.1.2. Activate the PCAS.

6.10.1.3. Issue position information to fire/crash, security police, base rescue, etc.

6.10.1.4. Assist the On-Scene Commander by forwarding updated information and relaying any orders or instructions.

6.10.2. Bomb Threats to Airborne Aircraft.

6.10.2.1. The 2 BW/CP shall notify the following agencies (if receiving the information first):

6.10.2.1.1. ATCT and AMOPS.

6.10.2.1.2. EOD.

6.10.2.1.3. All other agencies as deemed appropriate.

6.10.2.2. The ATCT shall:

6.10.2.2.1. Attempt to initiate contact with the aircraft. If unable, pass all available information to SHV RAPCON and/or Fort Worth ARTCC.

6.10.2.3. AMOPS shall:

6.10.2.3.1. Notify the 2 MSG/CC and 2 CES Disaster Preparedness.

6.10.2.4. If the aircraft is to return to Barksdale AFB for landing; the ATCT shall activate the PCAS and instruct the aircraft to park on Echo 2 Taxiway. If the aircraft is unable or Echo 2 is closed, instruct the aircraft to park on the south hammerhead if landing Runway 15 and Taxiway Echo 1 if landing Runway 33.

6.10.2.5. If the aircraft is not landing at Barksdale AFB, AMOPS shall notify DeRidder Flight Service Station to relay the information of the threat to the appropriate agencies.

6.10.3. Aircraft Mishap Reporting Procedures. The ATCT WS will initiate their local checklist for mishap procedures and shall notify the AOF/CC who, in turn, shall notify the OSS/CC as soon as practical after a mishap occurs. The AOF/CC shall notify HQ AFGSC within 24 hours of any mishap at Barksdale AFB. *Barksdale Comprehensive Emergency Management Plan 10-2* outlines base response procedures.

6.10.4. Hydrazine. Echo Taxiway is the primary hydrazine incident parking area. If an aircraft experiences a hydrazine leak while in parking, the aircraft shall remain in the respective parking spot. Personnel shall exercise extreme caution and evacuate to avoid the affected area. ATCT personnel will conduct local hydrazine checklist to ensure proper notification and activation of PCAS. Upon activation of PCAS, AMOPS will activate SCN.

6.10.4.1. Taxiway Delta is the alternate hydrazine parking area. If Runway 33 is in use, aircraft should make a 180 degree turn on the runway and back taxi to Taxiway Delta if utilization of the alternate hydrazine area is deemed necessary.

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Flight Plans. All flight plans will be filed in person at AMOPS with the following exceptions: Barksdale AFB host and tenant flying organizations may fax flight plans IAW procedures listed below. At no time will AMOPS accept original flight plans via the Pilot-to-Dispatch radio. If faxed, the host or tenant unit will maintain the original flight plan.

7.1.1. The following procedures apply to filing flight plans:

7.1.1.1. All DD Form 175, *Military Flight Plan*, flight plans must be filed at least one hour prior to the proposed departure time. All DD Form 1801, *DoD International Flight Plan*, must be filed two hours prior to departure.

7.1.1.2. Receipt of faxed flight plans must be verified with AMOPS.

7.2. Flight Plan Changes.

7.2.1. Changes may be made provided AMOPS can verify an original flight plan has been filed. If on the ground, pilots may pass changes to the proposed departure time or flight plan route to AMOPS via Pilot-to-Dispatch (UHF 254.425) or landline. AMOPS will submit requested amendments to flight plans filed at Barksdale AFB to Fort Worth Center. AM will attempt to contact unit that submitted the original flight plan for pilots requesting changes to a flight plan that was not filed at Barksdale AFB.

7.2.2. AMOPS shall advise the ATCT of any changes to previously filed flight plans. AMOPS will advise the tower if an off-station flight service section will make amendments. AMOPS will advise pilots via Pilot to-Dispatch or ATCT if the originating flight service section could not be contacted.

7.2.3. Airborne aircraft shall request flight plan changes with the appropriate ATC agency.

Chapter 8

MISCELLANEOUS OPERATIONS

8.1. Airfield Operations Board (AOB) Membership. The AOB was established in accordance with (IAW) AFI 13-204v2 and AFI 13-204v3. The intent of the AOB is to provide a forum for discussing, updating and tracking activities associated with the flying mission and the support thereof. Prepare AOB IAW locally developed checklist found on OSA's network drive: \A3\A3A\Airfield Operations Flight\OSA\AOF Commander\AOB\AOB Prep.

8.1.1. AOB meetings shall be conducted at the following intervals:

8.1.1.1. Jan – Mar = 1st quarter, must be conducted in April.

8.1.1.2. Apr – Jun = 2nd quarter, must be conducted in July.

8.1.1.3. Jul – Sep = 3rd quarter, must be conducted in October.

8.1.1.4. Oct – Dec = 4th quarter, must be conducted in January.

8.1.1.5. Airfield Operations Certification Inspection (AOCI) in-briefs.

8.1.1.6. Within 30 days after receiving the AOCI report.

8.1.2. AOB membership is mandatory for the members listed in Table 8.1. Attendance from Shreveport Radar Approach Control (SHV RAPCON) is highly encouraged.

Table 8.1. AOB Membership.

2 Operations Group (2 OG/CC) - Chairman	2 OG Standardization/Evaluation (2 OG/OGV)
2 Bomb Wing Command Post (2 BW/CP)	2 Bomb Wing Safety (2 BW/SE)
307 Bomb Wing (307 BW)	2 Maintenance Group (2 BW/MXG)
11 Bomb Squadron (11 BS)	2 Mission Support Group (2 MSG)
93 Bomb Squadron (93 BS)	20 Bomb Squadron (20 BS)
340 Weapons Squadron (340 WPS)	49 Test & Eval Squadron (49 TES)
548 Combat Training Squadron (548 CTS)	96 Bomb Squadron (96 BS)
2 Civil Engineering Squadron (2 CES)	343 Bomb Squadron (343 BS)
2 OSS Airfield Operations (2 OSS/OSA)	2 Operations Support Squadron (2 OSS)
2 OSS Tower (2 OSS/OSAT)	2 Communications Squadron (2 CS)
2 OSS Airfield Management (2OSS/OSAA)	2 OSS Airspace Manager (2 OSS/OSKA)
2 OSS Weather (2 OSS/OSW)	

8.1.3. Annual Review Requirements:

8.1.3.1. Special Interest Items (SII). (January)

8.1.3.1.1. Report the results of new AF and/or MAJCOM SII checklists, including SIIs carried over from the previous year, at the first AOB following the official release of the SII checklist.

8.1.3.2. Letters of Procedures (LOP) Index. (February)

8.1.3.2.1. Updated indexes are due to HQ AFGSC A3BA Workflow NLT the last duty day of February.

8.1.3.3. Air Installation Compatible Use Zone (AICUZ). (March)

8.1.3.4. Annual Airfield Waiver package. (April)

8.1.3.5. Airspace Letters of Agreement (LOA). (May)

8.1.3.6. Airfield Management Operating Instruction (OI). (June)

8.1.3.7. Tower OI. (July)

8.1.3.8. Results of the Annual Airfield Certification/Safety Inspection. (August)

8.1.3.9. Terminal Instrument Procedures (TERPS) Review. (September)

8.1.3.10. Operations Letters. (October)

8.1.3.11. Barksdale AFB 11-250. (November)

8.1.3.12. Base Comprehensive Aircraft Parking Plan. (December)

8.2. NOTAM Procedures.

8.2.1. AM is the NOTAM authority for Barksdale AFB.

8.2.1.1. AM will coordinate with all applicable agencies concerning NOTAM information.

8.2.1.2. All current NOTAMs are available on the internet at **https://www.notams.jcs.mil**

8.2.1.3. Procedural NOTAMs (V Series NOTAMs) are processed by the TERPS Cell.

8.3. Flight Information Publication (FLIP) Accounts, Procedures for Requesting Changes.

8.3.1. AMOPS shall process FLIP orders as needed.

8.3.2. Contact AMOPS to establish a FLIP account or request changes to existing accounts.

8.4. Number and Status of Permanent/Temporary Waivers.

8.4.1. The AFM maintains records of all permanent and temporary waivers.

8.4.2. Contact the AFM to:

8.4.2.1. Ask questions about existing waivers.

8.4.2.2. For guidance on how to apply for waivers.

8.5. Prior Permission Required (PPR) PROCEDURES.

8.5.1. Barksdale AFB's airfield is Prior Permission Required (PPR) at all times. Refer to Instrument Flight Rules (IFR) Supplement for PPR requirement procedures and operations.

8.6. Air Evacuation Aircraft Notification and Response Procedures.

8.6.1. Rescue Protection of Aeromedical Airlift Aircraft. AMOPS is the single agency for coordination of rescue protection notification for Aeromedical airlift aircraft.

8.6.2. Upon notification of an inbound Aeromedical airlift aircraft, AMOPS shall:

8.6.2.1. Notify the ATCT, Crash Fire and Rescue, Security Forces, Hospital (Air Evacuation section), and 2 BW/CP of the aircraft type, identification and estimated time of arrival (ETA).

8.6.2.2. Notify TA of the aircraft type, identification, ETA, and parking instructions.

8.6.3. The ATCT shall:

8.6.3.1. Notify AMOPS when the aircraft has 15 miles to fly.

8.6.3.2. Relay information requested by the aircraft commander.

8.7. Unscheduled Aircraft Arrivals. The ATCT shall notify AMOPS of all aircraft requesting to land without a PPR number. Prior to issuing a landing clearance, the ATCT may instruct the pilot to contact Pilot to Dispatch (PTD) for further coordination.

8.7.1. Emergency or divert aircraft may land without a PPR.

8.7.2. DoD or other government agency, contract, or state aircraft may be authorized to land without a PPR.

8.7.2.1. All aircraft landing at Barksdale AFB without a PPR will be required to complete PPR violation paperwork at AMOPS.

8.7.3. For all unscheduled civilian aircraft landings, actions shall follow guidance IAW (AFI 10-1001, *Civil Aircraft Landing Permits)* and 2 BW IDP 31-10 V1, V2.

8.7.3.1. When the aircraft lands, ATCT shall direct the pilot to turn off the runway at the first available taxiway, and hold.

8.8. Distinguished Visitor Notification Procedures.

8.8.1. Upon notification of an inbound DV (code 7 or higher) AMOPS shall accomplish DV NOTIFICATION CHECKLIST and notify applicable base agencies, i.e., 2 BW, 8 AF, or AFGSC the DV will visit. AMOPS personnel will make notifications per the DV checklist upon receipt of a departure message from the departure station or other means if the departure station is not serviced by a military installation. Typically DVs are parked on Juliet row, spots one or two.

8.8.2. The ATCT shall pass a position report to AMOPS when the DV aircraft reaches 15 miles to fly.

8.9. Dangerous/Hazardous Cargo.

8.9.1. When notified of any aircraft carrying hazardous cargo/inert devices the following procedures apply:

8.9.1.1. Air Freight shall:

8.9.1.1.1. Complete local notification checklist for hazardous cargo operations.

8.9.1.1.2. Coordinate special requirements, if any.

8.9.1.2. AMOPS shall:

8.9.1.2.1. Relay arrival/departure time to necessary agencies.

8.9.1.2.2. Contact the Fire Department, the ATCT, 2 BW/CP, and MOC. Provide agencies of the aircraft identification, type, ETA, nature of hazardous cargo, class, division, and net explosive weight of the explosive cargo.

8.9.1.3. The ATCT shall:

8.9.1.3.1. If the aircraft is requiring an unscheduled landing with hazardous cargo due to an emergency, make every effort to obtain the minimum information required in para 6.2.7.1., including the nature of the hazardous cargo, class, division, net explosive weight of explosive cargo, withdrawal distance and fire fighting time, if not already known.

8.9.1.3.2. Activate the PCAS and pass all pertinent information.

8.9.2. Hazardous Cargo Parking Areas.

8.9.2.1. Transient aircraft shall park at the designated hot cargo pad (intersection of Taxiway Echo and Echo 2), facing as directed to facilitate uploading and downloading.

8.9.2.1.1. Aircraft shall be given progressive taxi instructions and should be taxied to Taxiway Echo. When Taxiway Echo is not available, aircraft should be taxied to Taxiway Bravo.

8.9.2.2. All other requests shall be coordinated through AMOPS.

8.10. Night Vision Device (NVD) Operations.

8.10.1. NVD Vehicle Operations.

8.10.1.1. IAW BAFBI 13-213, paragraph 3.26, Night Vision Goggle (NVG) use by vehicle operators is prohibited.

8.10.2. Aircraft utilizing NVDs.

8.10.2.1. NVD operations are not authorized for use in Barksdale's airspace.

8.11. Local Aircraft Priorities. The OG/CC establishes local aircraft operational priorities. Locally developed operational priorities must not take precedence over priorities listed in Federal Aviation Administration Joint Order (FAA JO) 7110.65, Chapter 2, Section 1 and AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*.

8.11.1. Emergencies.

8.11.2. Civilian or military LIFEGUARD or military air evacuation flights (AIR EVAC/MED EVAC receives priority when requested).

8.11.3. Presidential aircraft and entourage.

8.11.4. Flight Check (FC).

8.11.5. Distinguished Visitor (DV) Code 7 and above arrivals/departures.

8.11.6. Aircraft with Operational Priority.

8.11.6.1. Aircraft commanders who have an operational requirement for priority handling over routine traffic (i.e., mission with a Controlled Departure Time (CDT) or other sorties where timing is critical to the effectiveness of the mission) should include the request on their flight plan and notify ground control on initial contact.

8.11.6.2. If appropriate, aircrews should advise ground control of any requirement for a CDT.

8.11.6.3. A request for operational priority may require coordination/approval from SHV RAPCON, therefore prompt notification is critical to ensure a timely departure.

8.11.7. IFR arrivals/departures.

8.11.8. IFR transient aircraft arrivals/departures.

8.11.9. VFR arrivals/departures.

8.11.10. VFR Aircraft conducting practice approaches to the runway in use.

8.11.11. Opposite Direction arrivals/departures.

8.11.11.1. AMOPS shall notify 2 SFS and 2 BW/CP of all unauthorized landings IAW locally developed checklists.

8.11.11.2. When parking location is determined, AMOPS shall coordinate with Transient Alert (TA).

8.11.11.3. Prior to departure, the pilot must comply with requirements IAW AFI 10-1001.

8.12. Lost Communication Instructions. Aircraft experiencing loss of radio communications shall be considered an emergency.

8.12.1. Aircraft losing radio contact with SHV RAPCON or the ATCT shall perform the following:

8.12.1.1. Squawk mode III 7600. Attempt to contact the appropriate ATC facility on Guard (243.0) and monitor appropriate RAPCON/Tower/Guard frequencies.

8.12.1.2. VMC: Proceed VFR direct Barksdale AFB and conduct a full stop landing. Expect light gun signals from the ATCT.

8.12.1.3. When Runway 15 is in use and WX is IMC: Proceed direct to Belcher (EIC) VORTAC at the last assigned altitude or 4,000 ft. MSL, whichever is higher, and execute an ILS approach to Runway 15 and land at Barksdale AFB. Expect light gun signals from the ATCT

8.12.1.4. When Runway 33 is in use and WX is IMC: Proceed direct to Elm Grove (EMG) VORTAC at the last assigned altitude or 3,000 ft. MSL, whichever is higher, and execute an ILS approach to Runway 33 and land at Barksdale AFB. Expect light gun signals from the ATCT.

8.12.2. SHV RAPCON will utilize procedures outlined in FAA Order 7110.65 to reestablish communication with aircraft in the event of a RAPCON communication failure. In the event procedures outlined in 7110.65 are unsuccessful in re-establishing communications, SHV RAPCON shall utilize locally generated checklist procedures, which include the use of back-up radio systems, to re-establish communications.

8.13. Local Climb-out Back-to-Radar Procedures (Locally assigned aircraft only). Pilots shall execute the following procedure when issued "EXECUTE LOCAL CLIMB OUT:"

8.13.1. Runway 15: "(AIRCRAFT CALL SIGN) CLEARED TO BARKSDALE AIRPORT VIA RADAR VECTORS, MAINTAIN AT OR BELOW ONE THOUSAND TWO HUNDRED UNTIL DEPARTURE END, THEN TURN LEFT HEADING ZERO FIVE ZERO, CLIMB AND MAINTAIN TWO THOUSAND, CONTACT DEPARTURE THREE FIVE ZERO POINT TWO, REMAIN PRESENT SQUAWK (if previously assigned) or SQUAWK (code)."

8.13.2. Runway 33: "(AIRCRAFT CALL SIGN) CLEARED TO BARKSDALE AIRPORT VIA RADAR VECTORS, MAINTAIN AT OR BELOW ONE THOUSAND TWO HUNDRED UNTIL DEPARTURE END, THEN TURN RIGHT HEADING ZERO FIVE ZERO, CLIMB AND MAINTAIN TWO THOUSAND, CONTACT DEPARTURE THREE FIVE ZERO POINT TWO, REMAIN PRESENT SQUAWK (if previously assigned) or SQUAWK (code)."

8.14. Opposite Direction Takeoffs and Landings. Only the pilot shall initiate an opposite direction request.

8.14.1. ATCT shall provide separation for opposite direction IFR or VFR traffic IAW the following:

8.14.1.1. Ensure no traffic is on an approach to, or departing from, the active runway once the opposite direction traffic reaches a distance of 10 flying miles from the landing threshold.

8.15. Go Around/Missed Approach Procedures.

8.15.1. Fighter type shall remain within Barksdale AFB Class C surface area at all times during the breakout procedure. At or inside 5 mile final and when appropriate, the ATCT may instruct an aircraft to "GO AROUND." The pilot may initiate a "Go Around" at or inside 5 mile final.

8.15.2. Aircraft remaining in the VFR pattern shall be issued "GO AROUND" instructions and remain left/right of the runway when the situation dictates. Aircraft shall offset east of the runway, no more than ½ mile. Maintain at or below 1,200 ft. MSL until abeam the departure end, then as directed by the ATCT. Go Around procedures will be used if the aircraft is at five mile final or closer.

8.15.3. Missed approach procedures will be executed as published on the applicable KBAD approach plate.

8.16. Civilian Aircraft Operations. Civilian pilots requesting permission to land at Barksdale AFB must fill out appropriate paperwork, i.e., DD Form 2400, 2401 and 2402, IAW AFI 10-1001 to land at Barksdale AFB. The pilot must have an approved civil aircraft landing permit in the aircraft when operating to/from Barksdale AFB.

8.16.1. Barksdale AFB is a PPR base. Civil aircraft must have a PPR number issued by AMOPS to land at Barksdale AFB. Contact AMOPS operations desk at Com (318) 456-3226 or DSN 781-3226 to request a PPR number.

8.16.2. Civil aircraft may conduct low approaches but are prohibited from touching the landing gear to the runway unless in possession of a DD Form 2401 and authorized by the installation commander or his designated representative.

8.16.3. Civil emergency aircraft may land at Barksdale AFB. AMOPS will initiate unauthorized landing procedures in accordance with a locally developed checklist following any civil aircraft emergency landing.

8.17. Cooperative Weather Watch Procedures.

8.17.1. ATCT shall:

8.17.1.1. Report to 2 OSS/OSW the tower prevailing visibility, IAW FAA JO 7110.65, Air Force Manual (AFMAN) 15-111, *Surface Weather Observations,* BAFBI 15-101, *Weather Support Procedures* and the ATCT OI, and all significant weather observed (e.g. prevailing visibility changes when visibility is four [4] SM or less) IAW the 2 OSS OI 15-1, *Barksdale Cooperative Weather Watch Program.*

8.17.1.2. Relay pilot reports (PIREPS) and controller observed weather elements to 2 OSS/OSW.

8.17.2. AMOPS personnel shall comply with all requirements in 2 OSS OI 15-1 concerning severe weather notification procedures.

8.18. Airfield Snow Removal Operations. Barksdale AFB does not require a snow removal operations plan; however, a decelerometer and Bowmonk friction measurement equipment will be maintained for conducting and reporting Runway Conditions Readings. This guidance shall determine actions if snow removal is required. If future climatology studies change, a snow removal operations plan shall be developed. When snowfall is of sufficient quantity to cover the runways, taxiways, ramps, and snow removal becomes necessary as determined by the AFM, equipment will be used to clear aircraft operating areas in the following priority:

8.18.1. Runway.

8.18.2. Entrance to AAPA and Alpha taxiway.

8.18.3. Delta taxiway.

8.18.4. Main parallel taxi lane.

8.18.5. Bravo taxiway.

8.18.6. POL.

8.18.7. Ramp parking rows J and K.

8.18.8. Remainder of ramp as determined by AM or the 2 OG/CC.

Note: Snow removal equipment is considered as two road graders, 3 bucket loaders and one towed street broom.

8.19. Bird/Wildlife Control: Local Bird/Wildlife Aircraft Strike Hazard (BASH): BAFBI OI 91-212 outlines Bird Watch Conditions (BWC), provides guidance to reduce bird strike hazards for aircraft utilizing the Barksdale AFB airfield, and also outlines specific responsibilities concerning the Barksdale AFB BASH program. For BWC limitations and restrictions see AFI 11-2B-52V3 BAFB SUP1.

8.19.1. BASH Phases:

8.19.1.1. Phase 1: Defined as beginning the first of April through the end of August.

8.19.1.2. Phase 2: Defined as beginning the first of September through the end of March.

8.19.2. During heightened periods of bird activity, flying shall be curtailed.

8.19.2.1. Moderate:

8.19.2.1.1. **(2 BW)** Touch and go landings are prohibited without 2 OG/CC approval. If approved, touch and go landings are limited to a maximum of one per pilot and may only be conducted provided there are no bird concentrations obstructing a normal path to and from the runway.

8.19.2.1.2. **(2 BW)** Restrict low approaches to 200 ft. above bird concentrations as determined by the SOF.

8.19.2.2. Severe:

8.19.2.2.1. Takeoffs and transitions are prohibited.

8.19.2.2.2. Full stop landings only with OG/CC approval.

8.19.3. The SOF is the primary authority for declaring a bird watch condition. In the absence of a SOF the ATCT WS will determine the bird watch condition, followed by AMOPS. Once the bird hazard no longer exists, the appropriate agency will downgrade the BWC commensurate with the reduced threat.

8.19.4. As soon as possible after changing the BWC, the declaring agency shall coordinate with the ATCT WS to ensure aircraft in critical phases of flight or aircraft ready for departure are advised of the increased or decreased BWC.

8.20. Supervisor of Flying Operating in the Tower. Procedures are outlined in AFI 11-418 Barksdale AFB SUP1. The primary duty location for the SOF during 2 BW flying is the ATCT.

8.21. Airfield Environment.

8.21.1. Wearing of Hats. IAW BAFBI 13-213, wearing hats on the airfield is not authorized.

8.21.2. Airfield Smoking Policy. AFI 91-203, *Air Force Consolidated Occupational Safety Instruction,* governs the airfield smoking policy. Smoking is prohibited in aircraft maintenance facilities, the flight line areas, and weapons storage and maintenance areas except where designated by the installation fire chief in coordination with the functional manager and/or supervisor.

8.21.3. Airfield Photography. The taking of photographs on the airfield is generally not allowed; however, exceptions are noted in 2nd Bomb Wing Integrated Defense Plan (2 BW IDP) 31-10V1 and V2.

8.21.3.1. Airfield Operations personnel will be permitted to take photographs as necessary for official airfield business, to include but not limited to, pavement conditions, grass height, and animal control.

8.22. EOD Planned Detonation. The location of planned detonation is the Barksdale AFB 085 radial, 5.75 DME fix. There are two types of detonation. The electric detonation takes 5 minutes to complete. The non-electric detonation takes 10 to 12 minutes to complete. If there is a misfire, expect a 60-minute delay of the EOD operation.

8.22.1. EOD personnel will notify AMOPS and call the ATCT on extension 2116 or over the radio and advise of the planned detonation.

8.22.2. Prior to detonation, EOD personnel shall:

8.22.2.1. Obtain approval from the ATCT just prior to detonation and advise of expected duration and affected altitude.

8.22.2.2. Advise AMOPS and ATCT of termination.

8.22.3. ATCT personnel shall:

8.22.3.1. If detonation will affect the traffic pattern:

8.22.3.1.1. Coordinate with SHV RAPCON prior to detonation.

8.22.3.1.2. Advise SHV RAPCON when detonation is complete.

8.22.3.2. Monitor the Tower Net for the duration of the detonation.

8.23. Non-Standard Maneuvers and Operations. Non-standard maneuvers and operations are any maneuvers or operations that are unfamiliar to Barksdale AFB ATC and not found in FARs, FAA operational procedures, LOAs or LOPs.

8.23.1. Pilots shall not perform non-standard maneuvers or operations without prior approval from the 2 OG/CC and the ATCT.

8.23.2. Tenant units receive approval authority for non-standard maneuvers or operations by their respective unit authorized official with ATCT concurrence.

8.23.3. Unit commanders shall coordinate with the 2 OG/CC to ensure the maneuvers or operations do not interfere with the safety of other aircraft operations.

8.24. Aircraft Compass Swing Site. An aircraft compass swing site is required for alignment after replacement of critical compass components on the B-52. Current regulations for the placement of a Compass Rose on the airfield are not required due to the advancement of the equipment. It is critical to ensure this site is easily identified and certified on an annual basis.

8.24.1. 2 MXG/AFETS will annually certify the site, currently located at Taxiway E, and provide documentation of this to the AFM and 2 MXG.

8.25. Airfield Operations Flight Commander Checklist. Within the first 30 days of assuming the position of AOF/CC, the newly appointed AOF/CC will execute the locally developed checklist found on OSA's network drive: \A3\A3A\Airfield Operations Flight\OSA\AOF Commander\AOF Duties. Ideally this checklist will be executed with the outgoing AOF/CC. This checklist will help familiarize the incoming AOF/CC with responsibilities outlined in AFI 13-204v3, as well as local responsibilities outlined in this instruction.

ANDREW J. GEBARA, Col, USAF
Commander, 2d Bomb Wing

ATTACHMENT 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

U.S. Air Force

AFI 10-1001, *Civil Aircraft Landing Permits*, 1 September 1995

AFI 11-2B-52 V3, *B-52 Operations Procedures*, 14 June 2010

AFI 11-202, Vol 3, AFGSC_SUP, *General Flight Rules*, 1 February 2010

AFI 13-213, *Airfield Driving*, 01 June 2011

AFI 11-230, *Instrument Procedures*, 30 March 2010

AFI 13-204, Vol 2, *Airfield Operations Standardization and Evaluations*, 01 September 2010

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AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, 11 November 1994

AFMAN 15-111, *Surface Weather Observations*, 27 February 2013

AFMAN 33-363, *Records Management*, 1 March 2008

AFMAN 91-201, *Explosives Safety Standards*, 12 Jan 2011

AFMAN 91-223_AFGSC SUP, *Aviation Safety Investigations and Reports*,1 December 2009

AFRIMS RDS, **https://afrims.amc.af.mil/rds_series.cfm**

Barksdale AFB, LA:

2 BW 31-10 Vol 1, Vol 2, *Installation Defense Plan*, 15 October 2011

2 OSS OI 15-1, *Barksdale Cooperative Weather Watch Program*, 15 May 2013

BARKSDALEAFBI SUP1/307 WG SUP1, *Operations Procedures*

BARKSDALE 10-2, *Barksdale Comprehensive Emergency Management Plan*, 25 July 2008

BARKSDALEAFBI 13-213, *Airfield Driving Instruction*, 8 July 2009

BARKSDALEAFBI 15-1, *Weather Support Procedures*, 1 January 2003

BARKSDALEAFBI 15-101, *Weather Support Procedures*, 06 May 2011

BARKSDALE AFBPAM 91-212, *Bird/Wild Aircraft Strike Hazard Man. Techniques*, 1 September 2005

FAA Handbooks and Orders:

FAA JO 7110.65, *Air Traffic Control*, 11 February 2010

Abbreviations and Acronyms

NOTE: **FAA** Acronyms – Air Force abbreviations and acronyms will be utilized at all Air Force, AFRC, and ANG locations when staffed with DoD or contract civilian controllers.

AAPA—Alert Aircraft Parking Area

AFB—Air Force Base

AFFSA—Air Force Flight Standards Agency

AFGSC—Air Force Global Strike Command

AFI—Air Force Instruction

AFM—Airfield Manager

AFMAN—Air Force Manual

AGL—Above Ground Level

AMOPS—Airfield Management Operations

AFOSH—Air Force Occupational Safety and Health

AFRC—Air Force Reserve Command

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

AM—Airfield Management

AOB—Airfield Operations Board

AOF/CC—Airfield Operations Flight Commander

ARTCC—Air Route Traffic Control Center

ASR—Surveillance Radar Approach

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing System

ATCT—Air Traffic Control Tower

ATIS—Automatic Terminal Information Service

AOCI—Airfield Operations Certification Inspection

BASH—Bird/Wildlife Aircraft Strike Hazard

BDOC—Base Defense Operations Center

BWC—Bird Watch Condition

CBT—Computer Based Training

CCTLR—Chief Controller

CE—Civil Engineering

CES—Civil Engineering Squadron

CMA—Controlled Movement Area

CMAV—Controlled Movement Area Violation

2 BW/CP—Command Post

DAFM—Deputy Airfield Manager

DME—Distance Measuring Equipment

DOD—Department of Defense

DTN—Shreveport Downtown Tower

DV—Distinguished Visitor

ELT—Emergency Locator Transmitter

EOD—Explosive Ordinance Disposal

ETA—Estimated Time of Arrival

FAA—Federal Aviation Administration

FAA JO—Federal Aviation Administration Joint Order

FAR—Federal Air Regulation

FC—Flight Check

ADPM—Airfield Driving Program Manager

FLIP—Flight Information Publication

FOD—Foreign Object Damage

FSS—Flight Service Station

GOV—Government Owned Vehicle

HATR—Hazardous Air Traffic Report

HIRL—High Intensity Runway Lights

IAW—In Accordance With

IFE—In-flight Emergency

IFR—Instrument Flight Rules

IG—Inspector General

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

LOA—Letter of Agreement

LOP—Letter of Procedure

LMR—Land/Mobile Radio

METNAV—Meteorological Navigation

MOA—Military Operations Area

MOC—Maintenance Operations Center

MSL—Mean Sea Level

NAMO—NCOIC, Airfield Management Operations

NAOC—National Airborne Operations Center

NAVAID—Navigational Aid

NM—Nautical Mile

NORDO—Local Area Lost Communications

NOTAM—Notice to Airmen

NPA—North Practice Area

NSF—Non-Standard Formation

OG/CC—Operations Group Commander

OI—Operating Instruction

OPLAN—Operations Plan

PAPI—Precision Approach Path Indicator

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PMI—Preventive Maintenance Inspection

PMV—Private Motor Vehicle

PNAF—Primary Nuclear Airlift Force

POFZ—Precision Obstacle Free Zone

POV—Privately Owned Vehicle

PPR—Prior Permission Required

PTD—Pilot to Dispatch

RAPCON—Radar Approach Control

RCR—Runway Condition Reading

RSC—Runway Surface Condition

RSRS—Reduced Same Runway Separation

RWY—Runway

SCN—Secondary Crash Net

SOF—Supervisor of Flying

TA—Transient Alert

TACAN—Tactical Air Navigation

TDY—Temporary Duty

TERPS—Terminal Instrument Procedures

UHF—Ultra-High Frequency

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VOR—VHF Omni-direction Radio-range

VORTAC—VOR/Tactical Aircraft Control

WX—Weather

Terms

Abandoned Vehicle—Vehicle left on airfield without a driver and is not defined as an unattended vehicle.

Altitude—All altitudes, except those referring to cloud height and weather, are MSL unless otherwise indicated.

Airfield—The area immediately to the east of the chain-link fence. The airfield area is designated as a controlled area for security purposes.

Distance—All distances, except when describing visibility, are in nautical miles unless otherwise specified. Visibility distances will be expressed in statute miles or hundreds of feet.

Hazardous Cargo—Explosive, toxic, caustic, nuclear, combustible, flammable, biological, infectious, or poisonous materials that may directly endanger human life or property if mishandled or involved in an accident.

Hot Gun—Any system, which has been charged and armed, that firing of the mechanism is possible from the interior of the aircraft.

Headings—All headings are magnetic.

Hung ordnance (LIVE or INERT)—Weapon(s) that does not separate from the aircraft after an attempted release and is considered an Unsafe Weapons Condition. An attempted release occurs when the aircraft issues a release pulse in either automatic or manual mode with all switches positioned correctly.

Hung live or inert weapon will be considered an emergency situation. Hung ordnance definition/procedures are located at para 6.8.

The ILS Critical Area Hold Position (Instrument Hold Line see Figure A1.1)—Two horizontal yellow solid lines perpendicularly connected by pairs of solid yellow lines. ILS

Critical Area Hold Lines are located on the Echo Taxiway. These critical areas along Perimeter Road are protected by STOP signs. No equipment or vehicles are authorized beyond these lines or signs without direct authorization from the Control Tower regardless of current weather conditions.

Instrument Hold line (Figure A1.1)—Two horizontal yellow solid lines perpendicularly connected by pairs of solid yellow lines with "INST" on the runway side of the line. A designated boundary intended to protect the runway environment. Found at the point where a taxiway and runway intersect. Instrument hold line is marked in retro-reflective yellow paint. Activated when ILS critical areas weather minimums are reached. ILS Critical Area Hold Line is located on Taxiway Echo 1.

Figure A1.1—Instrument Hold Line. (Painted in yellow on concrete)

Low Approach—An approach over an airport or runway following an instrument or VFR approach, including the go around maneuver where the pilot intentionally does not make contact with the runway.

Missed Approach—A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. The route of flight and altitude are shown on instrument approach procedure charts. A pilot executing a missed approach prior to a missed approach point (MAP) must continue along the final approach to the MAP. The pilot may climb immediately to the altitude specified in the missed approach procedure.

Option—An approach requested and conducted by a pilot that will result in a touch-and-go, low approach, stop-and-go, full stop landing, or missed approach.

To allow maximum utilization of the runway, local aircraft cleared for the option may only execute a touch—and-go, missed approach or low approach. Full stop or stop-and-go landings are not authorized for local aircraft when cleared for the option.

Pilots should normally request the specific type landing rather than the option except when necessary for training or evaluations.

Perimeter Road— A road around the runway perimeter designed to connect the access roads.

Runway Hold line (Figure A1.2)—A designated boundary intended to protect the runway environment. Found at the point where a taxiway and runway intersect.

Figure A1.2—Runway Hold Line. (Painted in yellow on concrete)

Unsafe Gun—A situation in which an electrical or mechanical malfunction has occurred which may result in the inadvertent firing of the mechanism.

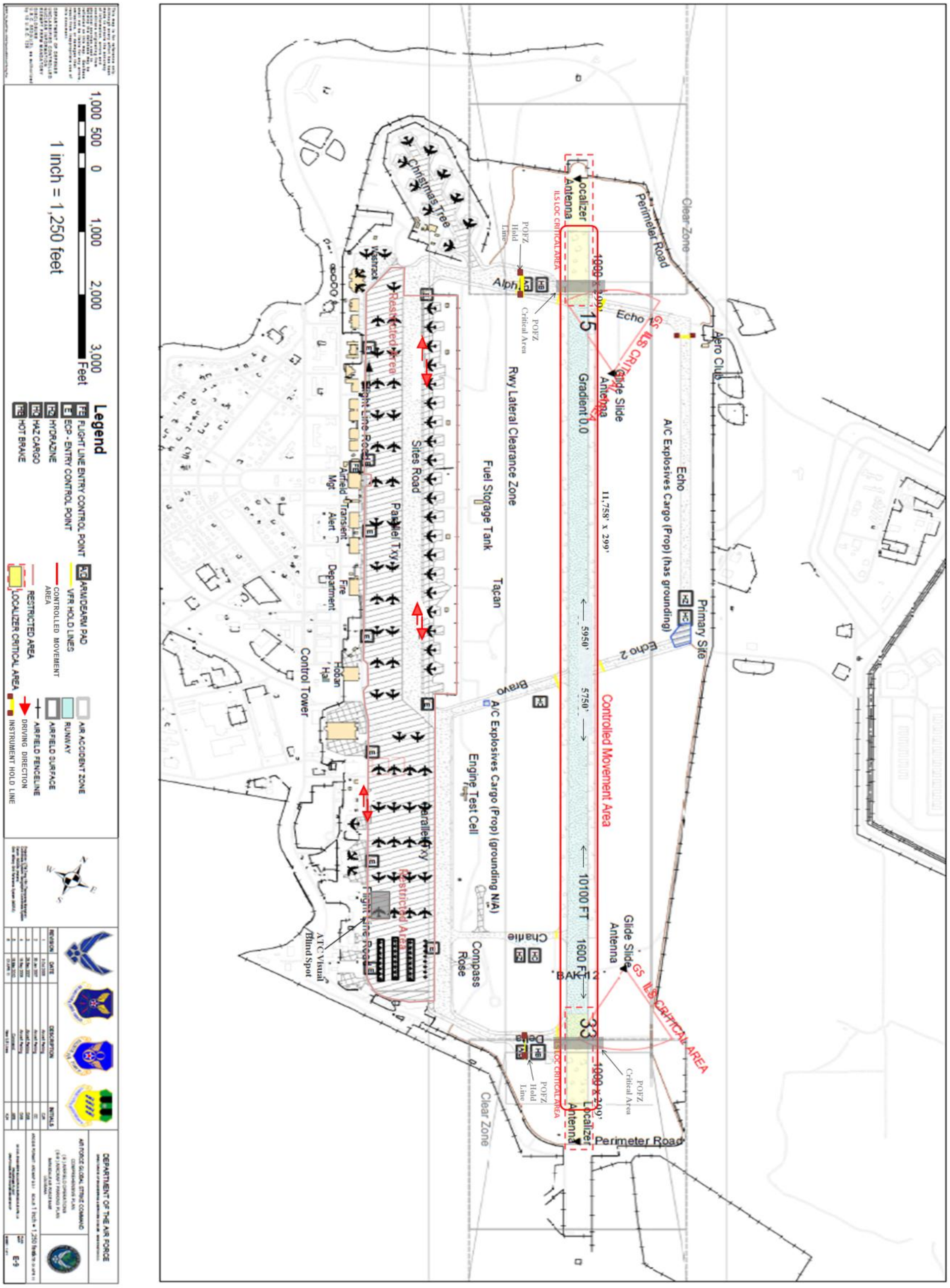
Visual Approach—An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions.

Wet Runway—When water is the only form of visible moisture on 25 percent or more of the runway surface area (whether in isolated areas or not), report the RSC as "wet runway" and no RCR. **Note:** Regardless of a Wet or Dry RSC, report the existence, location and depth of any standing water (ponding, water patches, puddles, etc.). Runways with historical drainage problems may require more restrictive local procedures for reporting the RSC. The AFM or designated representative determines and reports RSC. Regardless of who determines the RSC Wet, the runway must be reported Wet when there is visible moisture on the predominate portion

of the useable runway and a physical check of the runway is required to determine RSC Dry. Document all actions in the AF IMT 3616.

ATTACHMENT 2

AIRFIELD DIAGRAM


Perimeter Road
Clear Zone
Localizer Antenna
ILS LOC CRITICAL AREA
POFZ Hold Line
POFZ Critical Area
Christmas Tree
Echo
Aero Club
Glide Slide Antenna
GS ILS CRITICAL AREA
Gradient 0.0
11,758' x 299'
A/C Explosives Cargo (Prop) (has grounding)
Primary Site
Echo 2
Rwy Lateral Clearance Zone
Fuel Storage Tank
Tacan
Bravo
A/C Explosives Cargo (Prop) (grounding N/A)
Engine Test Cell
Controlled Movement Area
10100 FT
1600 FT
BAK-12
Charlie
Compass Rose
Sites Road
Parallel Txy
Flight Line Road
Restricted Area
Airfield Mgt
Transient Alert
Fire Department
Hoban Hall
Control Tower
ATC Visual Blind Spot
Clear Zone
Legend
FLIGHT LINE ENTRY CONTROL POINT
ECP - ENTRY CONTROL POINT
HYDRAZINE
HAZ CARGO
HOT BRAKE
ARM/DEARM PAD
VFR HOLD LINES
CONTROLLED MOVEMENT AREA
RESTRICTED AREA
LOCALIZER CRITICAL AREA
AIR ACCIDENT ZONE
RUNWAY
AIRFIELD SURFACE
AIRFIELD FENCELINE
DRIVING DIRECTION
INSTRUMENT HOLD LINE
1 inch = 1,250 feet
DEPARTMENT OF THE AIR FORCE
E-9

1

ATTACHMENT 3

LOCALLY ASSIGNED VEHICLE CALLSIGNS

Unit	Call Sign	Position
2 BW	Deuce 1	2 BW/CC
2 BW	Deuce 2	2 BW/CV
2 OG	Charlie 1	2 OG/CC
2 OG	Charlie 2	2 OG/CD
2 MXG	Delta 1	2 MXG/CC
2 MXG	Delta 2	2 MXG/CD
2 MSG	Atlas 1	2 MSG/CC
2 MSG	Atlas 2	2 MSG/CD
2 MSG	Golf	2 MSG/CC
2 MSG	Golf 1	2 MSG/CV
2 MDG	X-Ray	2 MDG/CC
2 CE	CE 1	2 CE/CC
2 CE	CE 2	2 CE/CD
2 OSS	Sheriff	2 OSS/CC
2 OSS	Ops 1	AOF/CC
2 OSS	Ops 2	AOF/DO
2 OG	Foxtrot	Supervisor of Flight
2 OSS	Airfield 1	Airfield Manager
2 OSS	Airfield 2	Deputy Airfield Manager
2 OSS	Airfield 3	NCOIC, Airfield Management Operations
2 OSS	Airfield 4	Airfield Management Operations Staff
2 CE	Airfield Lighting	Exterior Electric Staff
2 CE	HR45	Airfield Sweeper Staff
2 CE	Chief 1	Fire Chief
2 CE	Chief 2	Assistant Fire Chief for Operations
2 CE	Crash 3/4/5	Fire Department Emergency Response Unit
2 CE	Rescue 17	Fire Department Rescue Unit
2 CE	Engine 7/8/9	Fire Department Pumper Unit
	Ladder 21	Fire Department Ladder Unit

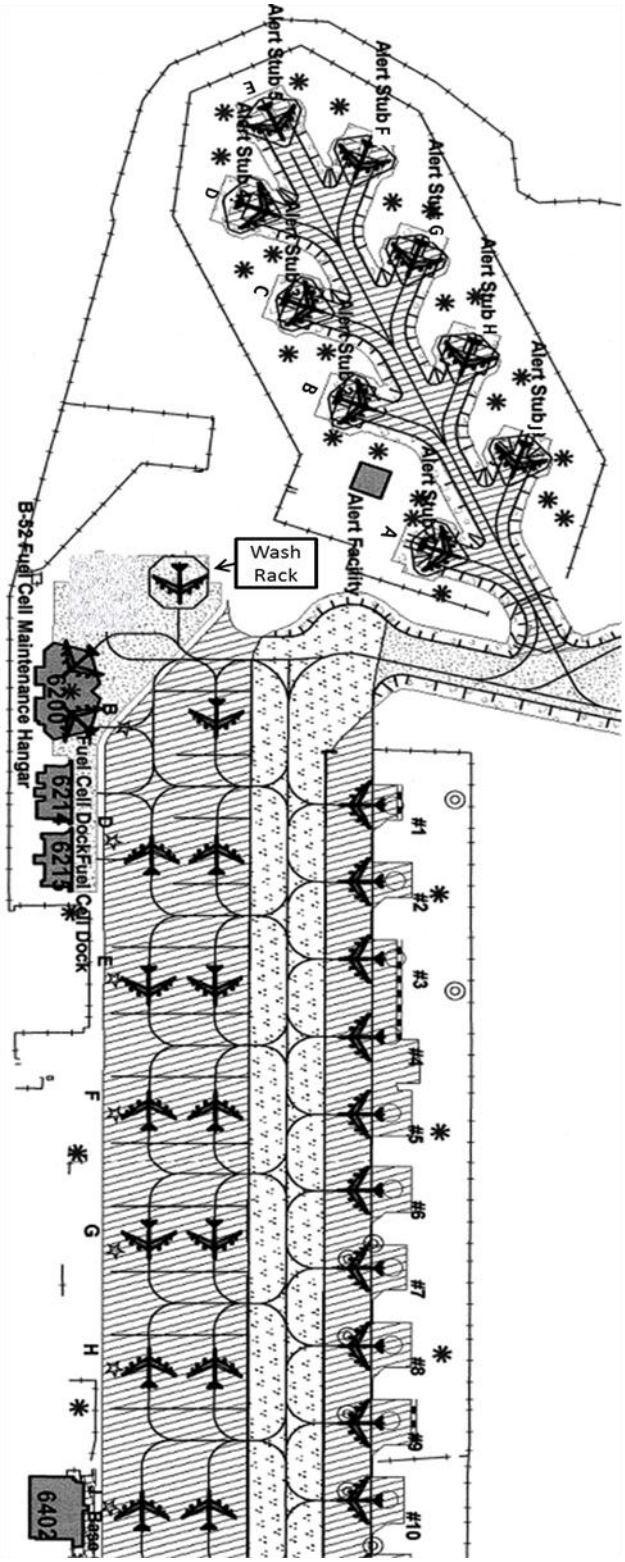
2 CE	Tech 1 - 3, Supply	Fire Inspector
2 CE	Programs 1 - 4	CE Programs Flight
2 CE	Survey 1/2	CE Technical Support
2 CE	Inspector 1/2/5	CE Project Management
2 CE	Logistics 10 - 15	CE Logistics
2 CE	Planning 10/11	CE Planning
2 CE	QA 11 - 14	CE Quality Assurance
2 CE	Electric 10/11	CE Electric Foreman/NCOIC
2 CE	Electric 12/13	CE Electric Lineman
2 CE	Electric 16 - 32	CE Electric Electrician
2 CE	Power 10 - 25	CE Power Production
2 CE	System 10	CE Alarms Foreman
2 CE	System 11 - 15	CE Alarms
2 CE	Horizontal 10/11	CE Heavy Repair NCOIC/Assistant NCOIC
2 CE	Horizontal 12 - 46	CE Pavements/Equipment
2 CE	Structures 10/11	CE Vertical NCOIC/Assistant NCOIC
2 CE	Structures 12/13, 19	CE Metals
2 CE	Structures 21 - 29	CE Carpentry/Masonry/Weld
2 CE	Locksmith 1	CE Locksmith
2 CE	Utilities 10 - 41	CE Water Systems
2 CE	EMCS 10 - 14	CE EMCS
2 CE	HVAC 10/11	CE HVAC Forman/NCOIC
2 CE	HVAC 13 – 68	CE HVAC
2 CE	Entomology 10/11	CE Entomology
2 CE	Fuels 10 - 16	CE Fuels
2 CE	Asset 1 - 11	CE Environmental
2 CE	Housing 1	CE Housing
2 CE	Recycle 1	CE Natural Resources
2 CE	Forestry 10 - 17	CE Natural Resources
2 CE	EOD 1	EOD Flight OIC
2 CE	EOD Control	EOD Control Center
2 CE	EOD 2	EOD Superintendent

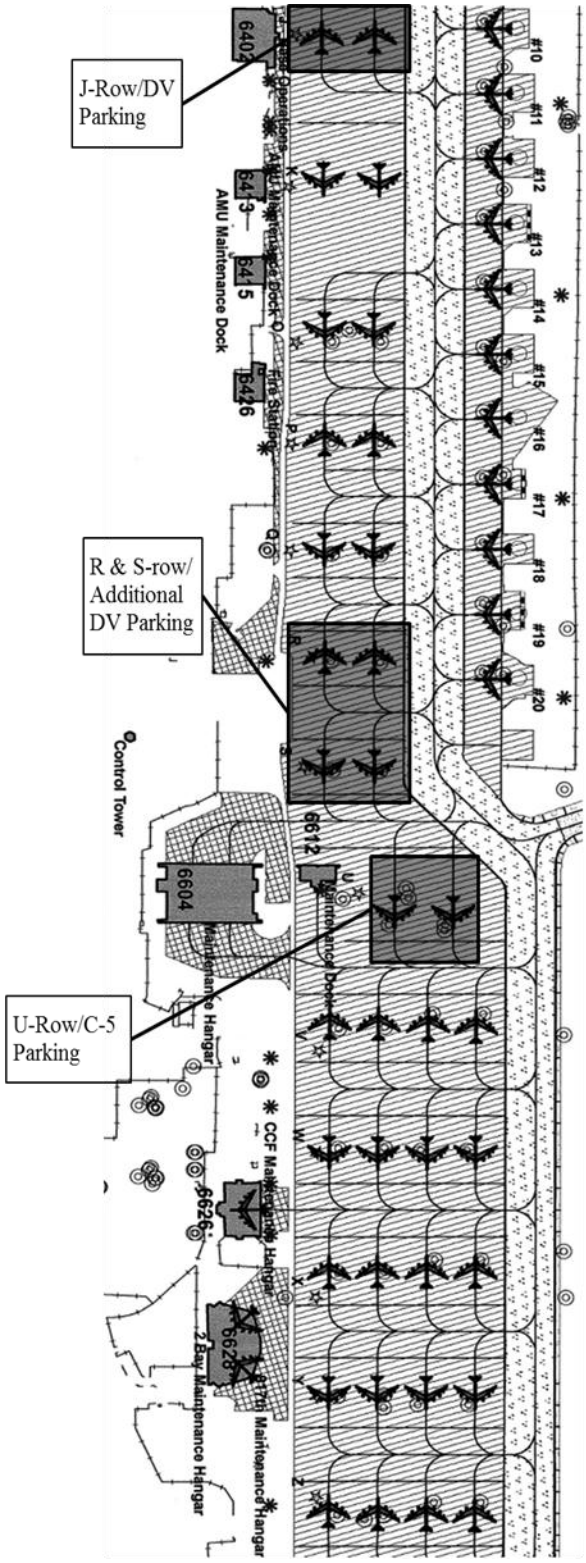
2 CE	Land Barge 1	EOD NCOIC
2 CE	Civic 1	EOD
2 CE	Quasi 1	EOD
2 CE	Stitch 1	EOD
2 CE	Flash 1	EOD
2 CE	Biscuit 1	EOD
2 CE	Quando 1	EOD
2 CE	Paint Chip 1	EOD
2 CE	Face Plant 1	EOD
2 CE	Adam 1	EOD
2 CE	Special K 1	EOD
2 CE	Napoleon 1	EOD
2 CE	Pavement 1	EOD
2 CE	Creepy 1	EOD
2 CE	Stank 1	EOD
2 CE	Upchuck 1	EOD
2 CE	EM 1 - 3	CE Emergency Readiness
2 CE	Papa 1/2	CE Emergency
2 CE	Lima 1 - 4	CE Emergency
2 CE	Tango 1 - 3	CE Emergency
2 CE	EM 15 - 21	917 Emergency
2 CE	Mike 3	Security Forces, Airfield Perimeter Team
2 CE	Transient Alert 1	Transient Alert/Follow-Me Staff
2 CE	Transient Alert 2	Transient Alert/Follow-Me Staff
2 CE	Safety 1	Wing Safety Staff
917 CE	Safety 2	Wing Safety Staff
2 SFS	Safety 3	Wing Safety Staff
2 AMXS	Safety 4	Wing Safety Staff
2 AMXS	Safety 5	Wing Safety Staff
2BW/SE	Red Mist 1	Wing Safety Staff
2 BW/SEF	Barrier Maintenance	Barrier Maintenance Staff
	Hotel	Munitions Delivery Unit

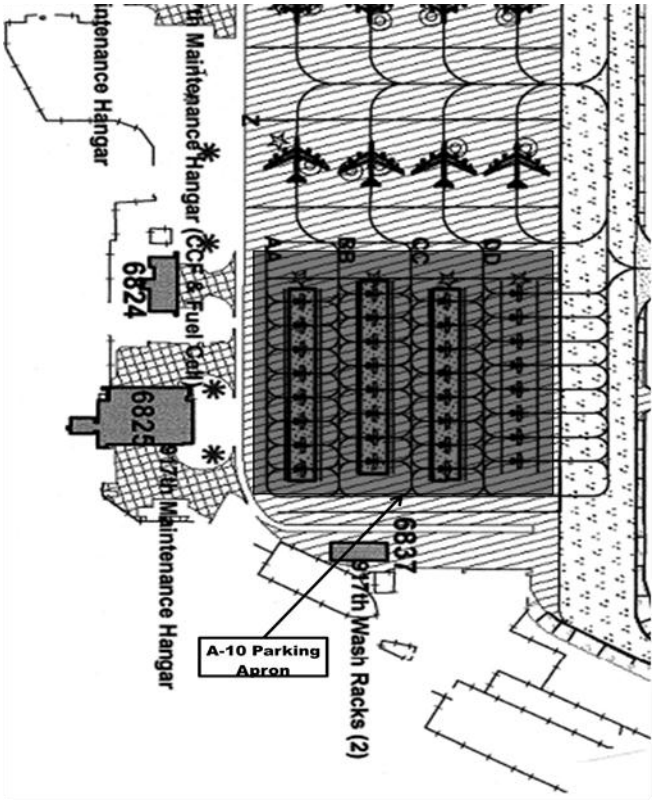
2 BW/SEF	Cowboy	Munitions Delivery Unit
2 BW/SEW	Mercury 1	Weapons Escort Commander
2 BW/SEG	METNAV Maintenance	Meteorological & Navigational Aid Staff
USDA	Airfield Training 1	Airfield Training Orientation
2 CE		
2 MUNS		
2 MUNS		
WSA		
2 CS		
(Any Unit)		

ATTACHMENT 4

AIRCRAFT PARKING PLAN




J-Row/DV Parking
R & S-row/ Additional DV Parking
U-Row/C-5 Parking
6402
6413
6415
6426
AMU Maintenance Dock
Fire Station
#10
#11
#12
#13
#14
#15
#16
#17
#18
#19
#20
Control Tower
6612
6604
Maintenance Hangar
CCF Maintenance Hangar
6626
6628
2 Bay Maintenance Hangar
Maintenance Hangar


Maintenance Hangar
Maintenance Hangar (CCF & Fuel Cell)
6824
6825
97th Maintenance Hangar
AA
BB
CC
DD
6837
97th Wash Racks (2)
A-10 Parking Apron